U.S. Department of Transportation Federal Aviation Administration

Washington, DC

Master Minimum Equipment List (MMEL)

Revision: 10 Date: 01/03/2018

Textron Aviation Model 500 Series Citation 500/501, 550/S550/551, 560

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MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: REVISION NO. 10 PAGE NO.
Textron Aviation 500 Series DATE: 01/03/2018 I

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MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION				
AIRCRAFT: REVISION NO. 10 PAGE NO.				
Textron Aviation 500 Series DATE: 01/03/2018		II		
HIGHLIGHTS OF CHANGE				

The following changes are the Highlights of Changes for **Revision 10**. It is the result of a public Flight Operations Evaluation Board (FOEB) meeting.

Revised all pages to reflect the change of Type Certificate holder from Cessna to Textron Aviation as listed in TCDS A22CE/A27CE. Updated document into the 508-compliant template. Pages revised for the name change and 508 compliance will not be marked with a revision date or change bars.

Removed all references to "day" or "daylight" and rewrote limitation using "night". Intent remains the same. Changed references from FAR to 14 CFR where appropriate. Pages revised only for the amendments are not marked with new revision date.

ATA NO.	EXPLANATION OF CHANGE			
ATA 21	AIR CONDITIONING			
21-00-01	Revised title to System and added relief in ATA 31 for the annunciator. Removed the (O) requirement that took fuel burn and range into consideration and added it as a proviso item.			
21-00-02	Amended relief title to be for the system as intended with the original relief instead of for just the annunciator. Relief for the annunciation will be re-located to ATA 31. Split relief between pressurized and unpressurized relief.			
	Added a (M) to the -01 pressurized relief to deactivate the affected side bleed source.			
21-30-01	Removed the (O) requirement that took fuel burn and range into consideration and added it as a proviso item.			
21-30-02	Amended relief to be for the system only. Relief for the annunciator only will be relocated to ATA 31.			
	Split relief between pressurized and unpressurized operations.			
	On first proviso item, removed (O) to verify Emer Press operative prior to each flight. Amended proviso to limit aircraft to FL250 to eliminate emergency descent concerns.			
	On second proviso item, removed (O) and amended relief to be for unpressurized flight. Added provision for fuel burn and range.			
21-31-01	Split relief into three sub-items.			
	Sub-items -01 and-03- removed (O) as the guidance does not match the provision requirements. No special procedure is required.			
	Sub-item 3 – Removed (O) and added proviso for fuel burn and range at lower altitudes.			

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Textron Aviation 500 Series DATE: 01/03/2018 III

Textron Aviation 500 Series DATE: 01/03/2018 III					
HIGHLIGHTS OF CHANGE					
ATA NO.	EXPLANATION OF CHANGE				
21-32-01	Removed (O) and added proviso for fuel burn/range				
	Sub-item 1 – removed (O) as guidance is currently in the proviso.				
	Sub-item 2 – removed (O) as guidance is currently in the proviso.				
21-32-02	Removed (O) and added fuel burn/range proviso.				
21-32-03	Split relief into two sub-items.				
	Sub-item 1 – Removed (O) and added proviso for fuel burn and range at lower altitudes.				
21-33-01	Split relief into two provisos.				
	Sub-item 1 – amended relief to deactivate both valves. This will prevent un monitored bleed air from causing damage.				
	Removed (O) and added proviso for fuel burn/range.				
	Sub-item 2 – Amended (M) to deactivate affected valve. Removed (O), no requirement to flight crew.				
21-33-02	Amended relief to remove the affected valve from its location. Removed (O) and added proviso item for fuel burn/range.				
21-34-01	Added proviso item for fuel burn/range.				
21-50-01	Consolidated all relief under one parent title with sub-items -01 thru -07. This includes relief for STC equipment for USCS aircraft.				
	Sub-item 1 – Removed (O) and amended relief to consider the pressurization system INOP. Removed cabin temp proviso.				
	Sub-item 2 – Amended relief to same as sub-item 1.				
	Sub-item 3 – Removed proviso item for cabin temperature.				
	Sub-item 5 – Removed proviso item for cabin temperature.				
	Sub-item 7 – Added failure mode (Failure to Illuminate) to title for clarity.				
21-50-02	Amended language of proviso to make it less wordy.				
21-60-01 21-60-02	Removed the word "system" and removed capitalization. Same as above.				

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AIRCRAFT: REVISION NO. 10 PAGE NO.
Textron Aviation 500 Series DATE: 01/03/2018 IV

Textron Aviation 500 Series DATE: 01/03/2018 IV				
HIGHLIGHTS OF CHANGE				
ATA NO.	EXPLANATION OF CHANGE			
ATA 22	AUTOFLIGHT			
22-10-01	Made RVSM Note a proviso item.			
22-10-02	Made RVSM Note a proviso item.			
22-10-03	Split relief into sub-items -00A thru -00C. Amended relief to be aircraft side specific.			
	Sub-item 00A – Added title for left control button. Amended relief to refer to AFM limitations for autopilot limitations. Added proviso item to require a seated/belted pilot at controls.			
	Sub-item 00B – Adds relief for right control button.			
	Sub-item 00C – Make RVSM note a proviso item.			
22-13-04	Split relief into two sub-items.			
ATA 23	COMMUNICATIONS			
23-00-02	Updated relief to current PL.			
23-10-01	Updated relief to current PL. Added sub-item -01 for wire antenna.			
23-10-04	Sub-item 1 – added "amber" to the proviso for clarification.			
	Sub-item 2 – added "Amber" to the title			
23-10-05	Sub-item 2 – amended language of proviso for grammar only.			
23-20-01	Updated relief to current PL.			
23-40-01	Removed proviso for product standardization.			
23-40-02	Removed proviso.			
23-40-03	Added relief.			
23-50-01	Updated all relief to current PL.			
23-50-02	Added split relief with two sub-items.			
	Sub-item 1 adds relief for both headset systems INOP.			
	Sub-item 2 adds relief for single pilot operations.			
	Updated numbering for Policy Letter 58 Rev 4			
23-50-04	Updated proviso language and numbering			
23-50-05	Number change only			

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AIRCRAFT: REVISION NO. 10 PAGE NO.
Textron Aviation 500 Series DATE: 01/03/2018 V

TEXHOLLA	Vialion 500 Series DATE: 01/03/2018 V			
HIGHLIGHTS OF CHANGE				
ATA NO.	EXPLANATION OF CHANGE			
23-70-01	Updated to current PL.			
23-70-02	Updated to current PL.			
ATA 24	ELECTRICAL POWER			
24-22-01	Amended language of proviso item a) from "Inoperative" to "Affected". Changed day VMC to "flight is not conducted at night".			
24-31-01	BATT O'HEAT or BATT O'TEMP annunciators combined with Battery Temperature Indicator rev 10.			
ATA 25	EQUIPMENT/FURNISHINGS			
25-20-03	Added relief for curtains between cockpit and cabin.			
25-20-04	Added relief for cabin window shades.			
25-20-06	Updated relief based on PL-79 to current standards.			
25-30-01	Added relief.			
25-30-02	Added relief.			
25-40-01	Added relief per the Airworthiness Directive.			
25-50-01	Added relief for system and anchor plates.			
25-50-02	Added appropriate relief based on PL-104.			
25-60-02	Added relief.			
25-61-01	Added *** and amended Title and proviso for clarity.			
25-62-01	Revised to PL 120 Rev 1.			
25-64-01	Added relief.			
ATA 26	FIRE PROTECTION			
26-22-01	Amended wording for Proviso a)			

U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: **REVISION NO. 10** PAGE NO. **Textron Aviation 500 Series** VΙ DATE: 01/03/2018 HIGHLIGHTS OF CHANGE ATA NO. **EXPLANATION OF CHANGE** ATA 27 FLIGHT CONTROLS 27-20-01 Amended relief to be more restrictive and added a (M) and (O). The restriction limits the pedal to one per station. The (M) requires the affected pedal to be secured and the unaffected pedal moved to match the same position. The (O) requires the affected flight crew member(s) to verify they have full control movement. Amended title to add "elevator". 27-31-01 Made RVSM note a proviso item. 27-70-01 Added "Failed Unlocked" to title. Removed (M) as this can induce additional failures and structural damage. Added (O) to verify full flight control and throttle movement. ATA 28 FUEL 28-41-01 Amended relief to be more restrictive. Repair category goes from a B to A. The (O) requirement was removed as the procedure is now part of the proviso. ATA 29 HYDRAULIC POWER 29-30-01 Moved to ATA 31. Moved to ATA 31. 29-30-02 ICE AND RAIN PROTECTION ATA 30 Moved to ATA 31. 30-00-01 Moved to ATA 31. 30-00-02 30-00-03 Moved to ATA 31. 30-10-01 Amended relief to use AFM icing definition for all sub-items Amended relief to use AFM icing definition. 30-20-01

Amended relief to use AFM icing definition. Added RVSM proviso item.

Amended relief to use AFM icing definition. Added RVSM proviso item.

Amended relief to use AFM icing definition.

30-30-01

30-30-02

30-30-03

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AIRCRAFT: REVISION NO. 10 PAGE NO.
Textron Aviation 500 Series DATE: 01/03/2018 VII

Textron Aviation 500 Series DATE: 01/03/2018 VII					
HIGHLIGHTS OF CHANGE					
ATA NO.	EXPLANATION OF CHANGE				
30-40-01	Re-ordered proviso items and amended proviso item b) to AFM define icing definition.				
30-40-02	Amended relief to use AFM icing definition.				
30-70-01	Removed (O) as proviso provides instruction. Amended proviso language for grammar.				
30-80-01	Amended relief to use AFM icing definition.				
ATA 31	INDICATING/RECORDING SYSTEMS				
31-00-01	Split relief into sub-items.				
	Sub-item -00B – removed proviso as no relief is granted for the stall warning system.				
31-10-01	Added indicating color to title.				
	Amended proviso from "each flight" to "each takeoff".				
31-10-02	Added indicating color to title.				
	Amended proviso from "each flight" to "each takeoff".				
	Amended proviso item b) from, "Hydraulic system operation is verified with only the associated side engine" to "Hydraulic system operation is verified operative on the affected side".				
31-10-03	Moved from ATA 21 to 31; Amended title for change in applicable unit numbers				
31-10-04	Moved from ATA 52 to 31. Relief is for annunciator only.				
Added annunciator color to title.					
	Amended proviso.				
31-10-05 Moved from ATA 52 to 31. Relief is for annunciator only.					
	Added annunciator color to title.				
	Amended proviso.				
31-10-06	Moved to ATA 31.				
Split into sub-items.					
	Sub-item 2, removed (O) and amended proviso to consider pressurization inoperative.				
31-10-07	Moved from ATA 52 to 31.				

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AIRCRAFT: REVISION NO. 10 PAGE NO.
Textron Aviation 500 Series DATE: 01/03/2018 VIII

Textron Aviation 500 Series DATE: 01/03/2018 VIII					
HIGHLIGHTS OF CHANGE					
ATA NO.	EXPLANATION OF CHANGE				
31-10-08	Moved from ATA 74 to 31.				
31-20-01	Amended relief to category D. Amended proviso to "Any in excess of those required by 14 CFR may be inoperative."				
31-30-04	Updated relief to current PL.				
31-30-05	Added relief.				
31-50-03	Amended language.				
ATA 32	LANDING GEAR				
32-41-01	Amended language.				
ATA 33	LIGHTS				
33-10-01	Update relief to current PL.				
33-10-02	Amended relief from cat B to cat C. Split relief and added additional relief.				
33-20-01	Amended relief to be more restrictive for cat C relief to address passenger carrying at night.				
	Added cat D relief for no passenger in cabin.				
33-20-02	Amended relief to be more appropriate for the aircraft and systems.				
33-20-03	Added three asterisk (***) as this system has been replaced on many models.				
33-20-04	Added three asterisk (***) as this system has been replaced on many models.				
33-40-01	Amended relief to comply with 14 CFR 91.209 (b)				
33-40-03	Consolidated relief into one item for two pilot operations.				
	Split relief between both lights and right light.				
33-40-05	Amended second proviso.				
33-40-06	Amended second proviso.				
33-40-10	Amended relief to comply with 14 CFR 91.209 (b)				
33-50-01	Added relief for the optional cockpit flashlight and holder.				
33-50-02	Amended relief from cat C to D. This item is not installed on all models.				

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AIRCRAFT: REVISION NO. 10 PAGE NO.
Textron Aviation 500 Series DATE: 01/03/2018 IX

Textron Aviation 500 Series DATE: 01/03/2018 IX					
HIGHLIGHTS OF CHANGE					
ATA NO.	EXPLANATION OF CHANGE				
ATA 34	NAVIGATION				
34-10-01	Made NOTE proviso item c)				
34-13-01	Amended second proviso item to be specific to 14 CFR Part 135 operations.				
34-16-01	Removed (O) as the proviso requires no action from the flight crew.				
	Amended proviso item c). Part 91 operators do not have maintenance bases.				
34-22-01	Changed number installed to variable. Changed HIS to HIS.				
34-25-01	Re-worded title to read better.				
	Sub-item -03, re-worded title.				
34-25-02	5 Tube System – removed (O) and amended proviso item b) from "Alternate procedures are established and used" to "Radar is displayed on the EHSI if required". The Guidelines for O&M on FAA revision 9a for this item have the(O) as "(O) Operations procedure to provide for loss of Multi-Function Display (MFD).". The procedure published by Textron Aviation for this item is:				
	 Make appropriate discrepancy report entry. Place placard adjacent to the MFD stating which symbol generator (Pilot's SG, Co-pilot's SG or MFD SG) is inoperative. If radar is required, it should be displayed on the EHSI. 				
	Changed proviso item b), removed (O) and make it part of the proviso				
	3 Tube System for 550 units -0001 thru -0733, 551, S550 and 560 units -0001 thru -0259, see the discussion for 5 tube system. Also added note from procedures to proviso.				
34-25-03	Removed (O) and amended proviso to display radar on EHSI if required.				
34-25-04	Removed (O) and amended proviso to display radar on EHSI if required.				
34-25-05	Amended title.				
34-25-06	Split relief into sub-items.				
	Sub-item -01 and -02, rearranged proviso.				
	Sub-item -02, made note a proviso item.				
34-25-07	Re-worded proviso.				
34-25-08	Amended title and proviso.				

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AIRCRAFT: REVISION NO. 10 PAGE NO.
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Textron Aviation 500 Series DATE: 01/03/2018 X					
HIGHLIGHTS OF CHANGE					
ATA NO.	EXPLANATION OF CHANGE				
34-31-01	Separated VOR and ILS into Localizer and Glideslope with relief for each (34-31-01 and -32-01).				
34-32-01					
34-34-01	Changed from Cat C to Cat D.				
34-35-01	Amended relief from Cat C to Cat D.				
34-44-03	Amended proviso.				
34-46-01	Changed from Cat C to Cat D.				
34-52-02	Changed from Cat C to Cat D.				
34-52-03	Updated to current PL.				
34-55-01	Changed from Cat C to Cat D. Removed proviso referring to 14 CFR.				
34-57-01	Made relief more restrictive.				
34-60-01	Added relief.				
34-60-02	Amended relief to be more restrictive.				
	Added sub-item for fuel planning function.				
34-61-01	Deleted relief rev 10.				
ATA 35 OXYGEN					
35-00-01	Amended relief.				
35-00-01	Relief was for oxygen fill port. Amended relief.				
	Added relief for the burst disc.				
35-10-01	Added relief.				
35-20-01	Split relief between pressurized with and without cabin occupants and unpressurized relief.				
	Split relief for mask and drop out panel as separate items.				

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: REVISION NO. 10 PAGE NO.
Textron Aviation 500 Series DATE: 01/03/2018 XI

Textron Aviation 500 Series DATE: 01/03/2018 XI					
HIGHLIGHTS OF CHANGE					
ATA NO.	EXPLANATION OF CHANGE				
35-30-02	Amended relief to include more information on how to address inoperative PBEs.				
ATA 38	WATER/WASTE				
38-10-01	Split relief into sub-items.				
	Amended second proviso.				
ATA 46	INFORMATION SYSTEMS				
46-00-01	Removed (O) as AFM is required to be carried onboard at all times. AFM contains				
	the approved checklist.				
46-00-03	Split relief into sub-items.				
	Update relief to current PL.				
ATA 52	ATA 52 DOORS				
52-10-01	Amended title to be singular. Amended relief for grammar on				
52-10-02	Amended relief.				
52-10-03	Split relief into sub-items.				
	Sub-item -00B amended proviso to consider pressurization inop.				
52-10-04	Split relief into sub-items.				
	Sub-item -00B amended proviso to consider pressurization inop.				
52-30-02	Amended title to be singular.				
	Amended relief.				
52-30-03	Removed (O) as the proviso provided adequate instruction.				
	Amended proviso for language.				
52-60-01	Sub-item -02, Amended proviso				
52-70-01	Moved to ATA 31.				
52-70-02	Moved to ATA 31.				
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U.S. DEPARTMENT OF TRANSPORTATION					
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AIRCRAFT:	500 0	REVISION NO. 10	PAGE NO.		
l extron Av	viation 500 Series	DATE: 01/03/2018	XII		
	HI	GHLIGHTS OF CHANGE			
ATA NO.		EXPLANATION OF CH	IANGE		
52-70-03	Moved to ATA 31.				
	Split into sub-items.				
	Cub itam 2 years and (O) and are anded may ital to consider a reconstruction				
	Sub-item 2, removed (O) and amended proviso to consider pressurization				
	inoperative.				
52-70-04	Moved to ATA 31.				
	Word to Minton.				
ATA 73	ATA 73 ENGINE AND FUEL CONTROL				
73-21-01	Changed applicable serial/unit numbers				
ATA 74 IGNITION					
74-00-01	Moved to ATA 31				

Amended language of proviso to remove "approved" maintenance procedure.

ATA 78 ENGINE EXHAUST

78-30-00

U.S. DEPARTMENT OF TRANSPORTATION									
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FEDERAL AVIATION ADMINISTRATION	ON								
AIRCRAFT:	REVISION NO. 10	PAGE NO.							
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	DEFINITIONS								

The required definitions are listed in MMEL Policy Letter 25. Additional definitions may be included in an operators MEL as desired. Revision of PL-25 does not require revision to the operator's MEL.

PREAMBLE	

The applicable preamble must be inserted in the operator's MEL from current FAA Policy Letter PL-34 or Policy Letter PL-36.

U.S. DEPARTMENT OF TRANSPORTATION									
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FEDERAL AVIATION ADMINISTRATION									
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Textron Aviation 500 Series	XIV								
GUIDELINE	S FOR (M) AND (O) PROCE	DURES							

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for some items. These procedures must be established by the operator and may be based on the aircraft manufacturer's recommended procedures, Supplemental Type Certificate modifier's recommended procedures, or equivalent operator procedures. When recommended procedures are published, the operator should comply with these procedures. If recommended procedures are not published, the following guidelines delineate the aspects to be considered by the operator in the development of required procedures:

Cessna has developed recommended (M) maintenance and (O) operational procedures for the Cessna 500 Series Master Minimum Equipment List (P/N 500CPM-10-00, or later revision). Operator's MEL procedures should be based on the Cessna procedures.

AIRCRAFT:					O. 10 PAGE NO.		
Textro	n Aviation 500 Series		DAT	E: 0	1/03/2018 21-1		
SYSTEM & SEQUENCE NO.	ITEM		1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH				
21. AIR CO	NDITIONING				4. REMARKS OR EXCEPTIONS		
Sequence No.	Item	1	2	3	4	Chan	
-00-01	Air Duct Overheat System	С	1	0	May be inoperative provided: a) Cabin pressurization source remains OFF, b) Flight is conducted unpressurized, c) Flight planning must consider the fuel burn and range associated with flight at lower altitudes, and d) Aircraft is operated at 10,000 feet MSL or below.		
-00-02	Precool System					1	
-01	Pressurized	С	2	1	 (M) One may be inoperative provided: a) Affected system is deactivated, b) Pressurization Source Selector remains on the opposite source, and c) Flight is conducted at FL 250 or below. 		
-02	Unpressurized	C	2	0	 (O) May be inoperative provided: a) Flow Control Valves are verified CLOSED, b) Cabin Pressurization Source Selector remains OFF, c) Flight is conducted unpressurized d) Flight planning must consider the fuel burn and range associated with flight at lower altitudes, and e) Aircraft is operated at 10,000 feet MSL or below. 	, 	

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	n Aviation 500 Series				1/03/2018 21-2			
		ММ	EL T	ABL	E KEY			
SYSTEM &		1. F			CATEGORY			
SEQUENCE	ITEM		2.1		BER INSTALLED			
NO.			NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
21. AIR CON	IDITIONING	<u> </u>			4. KEMAKKO OK EXCEL HONO			
Sequence No.	Item	1	2	3		hange Bar		
-20-01	Pilot Overhead Air Outlet	С	-	0				
-20-02	Ground Flow Control Valve	С	1	0	(O)May be inoperative provided: a) Ground flow control valve is verified CLOSED, and b) BLEED AIR GND is not used.			
-21-01	Overhead Cabin Blower	С	1	0				
-30-01	Cabin Pressurization System	С	1	0	May be inoperative provided: a) Flight is conducted unpressurized, b) Flight planning must consider the fuel burn and range associated with flight at lower altitudes, c) Cabin emergency dump is operative and selected to DUMP, d) Cabin altitude is set above 10,000 feet, e) Cabin rate is set to maximum, and f) Aircraft is operated at 10,000 feet MSL or below.	 		
-30-02	Emergency Pressurization Valve							
-01	Pressurized	С	1	0	May be inoperative provided: a) Air cycle machine is operative, b) Both bleed sources are operative, and c) Aircraft is operated at FL 250 or below.			
					(Continued)			
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					CATEGORY		
SYSTEM &	17514				BER INSTALLE	ΞD	
SEQUENCE NO.	ITEM			3. N	NUMBER REQU	UIRED FOR DISPATCH	
NO.					4. REMARKS	OR EXCEPTIONS	
21. AIR CON	NDITIONING						
Sequence No.	Item	1	2	3	4		Change Bar
-30-02	Emergency Pressurization Valve (Contd)						
-02	Unpressurized	C	1	0	a) Flight i b) Flight i fuel bu with flie c) Cabin operat d) Cabin 10,000 e) Cabin and f) Aircraf	rative provided: is conducted unpressurized planning must consider the irn and range associated ght at lower altitudes, emergency dump is ive and selected to DUMP, altitude is set above of feet, rate is set to maximum, it is operated at of feet MSL or below.	,

AIRCRAFT:	VIATION ADMINISTRATIC		/ISIC	ON N	IO. 10 PAGE NO.	
Textror	Aviation 500 Series		DAT	E: 0	1/03/2018 21-4	
		_			E KEY	
SYSTEM & EQUENCE NO.	ITEM	1. F		MUN	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
A AID COA	IDITIONING	ļ			4. REMARKS OR EXCEPTIONS	
	IDITIONING	1		٠,	4	Chan
equence No.	Item	1	2	3	4	Ва
31-01	Pressurization Control System					
-01	Auto-Schedule Mode (550 units 801 and on, 560 units 0539-5000)	С	1	0	 May be inoperative provided: a) Isobaric control mode is operative, b) Manual control mode is operative, c) Cabin altimeter is operative, d) Cabin rate indicator is operative, and e) Aircraft is operated at FL 410 or below. 	
-02	Pressurization Control System Isobaric Mode (550 units 801 and on, 560 units 0539-5000)	С	1	0	 May be inoperative provided: a) Auto-schedule mode is operative, b) Manual cabin pressure control system is operative, c) Cabin differential pressure gauge is operative, d) Cabin rate indicator is operative, and e) Aircraft is operated at FL 410 or below. 	
-03	Pressurization Control System Manual Control Mode (550 units 801 and on, 560 units 0539-5000)	С	1	0	 May be inoperative provided: a) Flight is conducted unpressurized b) Flight planning must consider the fuel burn and range associated with flight at lower altitudes, c) Cabin emergency Dump is operative and selected to DUMP, d) Cabin altitude is set above 10,000 feet MSL, e) Cabin rate is set to maximum, and f) Aircraft is operated at 10,000 feet MSL or below. 	

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Textro	n Aviation 500 Series				1/03/2018 21-5	
SYSTEM & SEQUENCE NO.	ITEM	_	REP/	AIR C	E KEY CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
Sequence No.	NDITIONING Item	1	2	3	4	Chang
-32-01	Cabin Differential Pressure Gauge	C	1	0	May be inoperative provided: a) Flight is conducted unpressurized b) Flight planning must consider the fuel burn and range associated with flight at lower altitudes, c) Cabin emergency dump is operative and selected to DUMP, d) Cabin altitude is set above 10,000 feet MSL, e) Cabin rate is set to maximum, and f) Aircraft is operated at 10,000 feet MSL or below.	, , , , , , , , , , , , , , , , , , ,
-01	(500, 501, S550, 551, 550 units 0001 thru 0800, 560 units 0001 thru 0538)	С	1	0	 May be inoperative provided: a) All other components of the pressurization system are operative, b) Cabin altitude selector is set not to exceed maximum differential pressure, and c) A chart is provided to convert cabin and aircraft altitude to differential pressure. 	
-02	(550 units 0801 and on, 560 units 0539 thru 5000)	С	1	0	May be inoperative provided: a) All other components of the pressurization system are operative, and b) A chart is provided to convert cabin and aircraft altitude to differential pressure.	

	TMENT OF TRANSPORTA		N		MASTER	R MINIMUM EQUIPMENT L	JST
	VIATION ADMINISTRATIC						
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Textron	n Aviation 500 Series		DAT	E: 0	1/03/2018	21-6	
		ММ	EL T	ABL	E KEY		
P2/10/9/20/20/20/20/20/20/20/20/20/20/20/20/20/		_			CATEGORY		
SYSTEM &					BER INSTALLE	D	
SEQUENCE	ITEM					JIRED FOR DISPATCH	
NO.						OR EXCEPTIONS	
21. AIR CON	IDITIONING						
Sequence No.	Item	1	2	3	4		Change
							Bar
-32-02	Cabin Vertical Speed or Cabin Rate Indicator	С	1	0	b) Flight p fuel bur with flig c) Cabin e operativ d) Cabin a 10,000 e) Cabin r and f) Aircraft	s conducted unpressurized, planning must consider the rn and range associated that lower altitudes, emergency dump is we and selected to DUMP, altitude is set above feet MSL, rate is set to maximum, is operated at feet MSL or below.	
-32-03	Cabin Altimeter						
-01	Unpressurized	С	1	0	b) Flight p fuel bur with flig c) Cabin e operativ d) Cabin a 10,000 e) Cabin r and f) Aircraft	ative provided: s conducted unpressurized, planning must consider the rn and range associated pht at lower altitudes, emergency dump is ve and selected to DUMP, altitude is set above feet MSL, rate is set to maximum, is operated at feet MSL or below.	
-02	Pressurized	С	1	0		ative provided all other system components are	

U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: Textron Aviation 500 Series REVISION NO. 10 DATE: 01/03/2018 PAGE NO. 21-7 MMEL TABLE KEY SYSTEM & SCOUENCE ITEM NO. 21. AIR CONDITIONING Sequence No. Item 1 2 3 4								
AIRCRAFT: Textron Aviation 500 Series REVISION NO. 10 DATE: 01/03/2018 21-7 MMEL TABLE KEY				N		MASTE	R MINIMUM EQUIPMENT	LIST
Textron Aviation 500 Series DATE: 01/03/2018 21-7		VIATION ADMINISTRATION						
SYSTEM & SEQUENCE NO. ITEM 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 21. AIR CONDITIONING Sequence No. Item 1 2 3 4 Change Bar Shutoff Valves -01 Unpressurized C 2 0 (M) May be inoperative provided: a) Both flow control and shutoff valves are deactivated, b) Flight planning must consider the fuel burn and range associated with flight at lower altitudes c) Cabin pressurization source selector remains OFF, and d) Aircraft is operated at 10,000 feet MSL or below. -02 Pressurized C 2 1 (M) One may be inoperative provided: a) Failed valve is deactivated, b) Cabin pressurization source selector is selected to the opposite side, and c) Flight is conducted at FL 250 or		Aviation 500 Carias	RE'					
SYSTEM & SEQUENCE NO. ITEM 1	Textron	Aviation 500 Series					21-7	
SEQUENCE NO. TEM								
SEQUENCE NO. Sequence No. Item 1 2 3 4 Change Bar -33-01 Flow Control and Shutoff Valves -01 Unpressurized C 2 0 (M) May be inoperative provided: a) Both flow control and shutoff valves are deactivated, b) Flight planning must consider the fuel burn and range associated with flight at lower altitudes c) Cabin pressurization source selector remains OFF, and d) Aircraft is operated at 10,000 feet MSL or below. -02 Pressurized C 2 1 (M) One may be inoperative provided: a) Failed valve is deactivated, b) Cabin pressurization source selector is selected to the opposite side, and c) Flight is conducted at FL 250 or	SYSTEM &		1. F					
21. AIR CONDITIONING Sequence No. Item		ITEM		2. r				
Sequence No. Item	NO.				3. I			
-33-01 Flow Control and Shutoff Valves -01 Unpressurized C 2 0 (M) May be inoperative provided: a) Both flow control and shutoff valves are deactivated, b) Flight planning must consider the fuel burn and range associated with flight at lower altitudes c) Cabin pressurization source selector remains OFF, and d) Aircraft is operated at 10,000 feet MSL or below. -02 Pressurized C 2 1 (M) One may be inoperative provided: a) Failed valve is deactivated, b) Cabin pressurization source selector is selected to the opposite side, and c) Flight is conducted at FL 250 or	21. AIR CON	DITIONING	<u> </u>			7. INDIVINIO	ON EXCEL HONG	
-33-01 Flow Control and Shutoff Valves -01 Unpressurized C 2 0 (M) May be inoperative provided: a) Both flow control and shutoff valves are deactivated, b) Flight planning must consider the fuel burn and range associated with flight at lower altitudes c) Cabin pressurization source selector remains OFF, and d) Aircraft is operated at 10,000 feet MSL or below. -02 Pressurized C 2 1 (M) One may be inoperative provided: a) Failed valve is deactivated, b) Cabin pressurization source selector is selected to the opposite side, and c) Flight is conducted at FL 250 or		1	1	2	3	4		
a) Both flow control and shutoff valves are deactivated, b) Flight planning must consider the fuel burn and range associated with flight at lower altitudes c) Cabin pressurization source selector remains OFF, and d) Aircraft is operated at 10,000 feet MSL or below. -02 Pressurized C 2 1 (M) One may be inoperative provided: a) Failed valve is deactivated, b) Cabin pressurization source selector is selected to the opposite side, and c) Flight is conducted at FL 250 or								Bai
a) Failed valve is deactivated, b) Cabin pressurization source selector is selected to the opposite side, and c) Flight is conducted at FL 250 or	-01	Unpressurized	С	2	0	a) Both f valves b) Flight fuel by with fli c) Cabin selected	low control and shutoff are deactivated, planning must consider the urn and range associated ght at lower altitudes pressurization source or remains OFF, and ft is operated at	
	-02	Pressurized	С	2	1	a) Failed b) Cabin select oppos c) Flight	valve is deactivated, pressurization source or is selected to the ite side, and is conducted at FL 250 or	

U.S. DEPAR	RTMENT OF TRANSPORTA	AHOI	N		MASTER MINIMUM EQUIPMENT	LIST			
	VIATION ADMINISTRATION	_	//01/	2010	10.40 DAOS NO				
AIRCRAFT: Textroi	n Aviation 500 Series	KE			IO. 10 PAGE NO. 1/03/2018 21-8				
		ММ	EL T	ABL	E KEY				
SYSTEM & SEQUENCE NO.	ITEM	_	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS						
21. AIR CON		1 4	<u> </u>			Change			
Sequence No.	Item	1	2	3	4	Bar			
-33-02 -34-01	Cabin Altitude Warning	С	1	0	 (M) Both may be inoperative provided: a) At least one valve is removed from its location, b) Flight planning must consider the fuel burn and range associated with flight at lower altitudes, c) Aircraft is operated unpressurized, and d) Aircraft is operated at 10,000 feet MSL or below. May be inoperative provided: a) Flight planning must consider the 				
-50-01	System Air Cycle Machine				 a) Flight planning must consider the fuel burn and range associated with flight at lower altitudes, and b) Aircraft is operated at 10,000 feet MSL or below. 				
-01	•	С	1	0	May be inoperative provided cabin	ı			
-					pressurization is considered inoperative.	İ			
-02 ***	STC03975AT Unpressurized	С	2	0	May be inoperative provided cabin pressurization is considered inoperative.				
-03 ***	STC03975AT Pressurized	С	2	1	 (O) ACM #1 may in inoperative provided: a) ACM #1 is verified OFF, b) ACM #2 switch is ON, c) Vixen 500 RADAR is OFF, and d) WX RADAR is not required. NOTE: ACM #2 temperature is always full cold.	l			
		1			(Continued)				

AIRCRAFT:	VIATION ADMINISTRATIO		/ ऽ।८)NI NI	O. 10 PAGE NO.	
	n Aviation 500 Series				1/03/2018 PAGE NO. 21-9	
		ММІ	EL T	ABL	E KEY	
SYSTEM &		1. F	REPA	AIR C	CATEGORY	
SEQUENCE	ITEM		2. 1	MUN	BER INSTALLED	
NO.	I I LIVI	3.		3. 1	NUMBER REQUIRED FOR DISPATCH	
203799572329					4. REMARKS OR EXCEPTIONS	
21. AIR CON	IDITIONING					1 = .
Sequence No.	Item	1	2	3	4	Chang Bar
-50-01	Air Cycle Machine (Cont'd)					
-04 ***	STC03975AT Pressurized	С	2	1	(O) ACM #2 may be inoperative provided a) ACM #2 is verified OFF, b) Vixen RADAR is OFF, and c) WX RADAR is not required.	d:
-05 ***	STC03975AT ACM #1 Switch (ACM 1 NORM/OFF)	С	1	0	(O) May be inoperative provided:a) ACM 1 switch remains OFF,b) ACM 1 is verified OFF, andc) ACM 2 switch is ON.	I
					NOTE: ACM #2 temperature is always full cold.	
-06 ***	STC03975AT ACM #2 Switch (ACM 2 ON/OFF)	С	1	0	 (O) May be inoperative provided: a) ACM 2 switch remains OFF, b) ACM 2 is verified OFF, c) Vixen 500 RADAR remains OFF, and d) WX RADAR is not required. 	,
-07 ***	STC03975AT Air Cycle Machine #2 Overheat Light (Failure to Illuminate)	С	1	0	May be inoperative provided: a) ACM 2 switch remains OFF, b) Vixen 500 RADAR remains OFF, and c) WX RADAR is not required.	,
-50-02 ***	Freon Air Conditioning System	С	1	0	(M) May be inoperative provided system is deactivated.	

AIRCRAFT:			REVISION NO. 10 PAGE NO.					
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					E KEY			
SYSTEM &		1. F			CATEGORY			
EQUENCE	ITEM		2. ľ		BER INSTALLED			
NO.			NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
1. AIR CO	NDITIONING	-						
equence No.	Item	1	2	3	4	Chan Bai		
60-01	Automatic Cabin Air Temperature Control System	С	1	0	May be inoperative provided manual cabin air temperature control is operative.	ı		
60-02	Manual Cabin Air Temperature Control System	С	1	0	May be inoperative provided automatic cabin air temperature control is operative.	I		
62-01 **	Cabin Temperature Indicator	С	1	0				

FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST				
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TEXIIO	II Aviation 500 Series	BABA	MMEL TABLE KEY						
SYSTEM & SEQUENCE NO.	ITEM	_	REP/	AIR O	CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
22. AUTOFL		1	1	1	Chang				
Sequence No.	Item	1	2	3	4 Bar				
-10-01	Autopilot	В	1	0	May be inoperative provided: a) Enroute operations do not require its use, b) Approach minimums do not require its use, c) Aircraft is operated with a minimum of two crew, and d) Aircraft is not operated RVSM.				
-10-02	YawDamper	В	1	0	May be inoperative provided: a) Autopilot is considered inoperative, and b) Aircraft is not operated RVSM.				
-10-03	Autopilot Disconnect Button (AP DISC) (Failed deselected)								
-00A	Left Disconnect Button	В	1	0	May be inoperative provided: a) Right disconnect button is operative, b) A pilot remains seated in right seat with seat belt fastened during all autopilot operations, c) Autopilot system is not used below AFM cruise minimum use height, and d) Approach minimums do not require use of autopilot system.				
-00B	Right Disconnect Button	С	1	0	May be inoperative for single-pilot operations.				
					(Continued)				

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VIATION ADMINISTRATIC					11 6101
Aviation FOO Sarias	RE'				
1 Aviation 500 Series	BABA				
ITEM					
I I ⊏IVI	3. NUMBER REQUIRED FOR DISPATCH				
ICUT	<u> </u>	,		4. REMARKS OR EXCEPTIONS	
	1	2	3	4	Change
	•	_		-	Bar
Button (AP DISC) (Failed deselected) (Cont'd)					
(All buttons failed)	В	2	0	inoperative, b) Electric elevator trim is considered inoperative, and	
Autopilot/Flight Director Touch Control Steering (TCS) or SYNC Switches	С	2	0		
Flight Director Mode Selector Panel Functions	В	-	0		
Course Selector Knob(s)	В	2	1	One may be inoperative for the pilot no flying.	ot
Go-Around Buttons					
	С	-	1	May be inoperative for the pilot not flying.	I
	С	-	0	a go-around, and b) Autopilot is disconnected for go-around. NOTE: FMS missed approach	
	ITEM IGHT Item Autopilot Disconnect Button (AP DISC) (Failed deselected) (Cont'd) (All buttons failed) Autopilot/Flight Director Touch Control Steering (TCS) or SYNC Switches Flight Director Mode Selector Panel Functions Course Selector Knob(s)	ITEM Aviation 500 Series REVISION DATE	Autopilot/Flight Director Touch Control Steering (TCS) or SYNC Switches Flight Director Mode Selector Panel Functions Course Selector Knob(s) Aviation 500 Series MMEL TABL 1. REPAIR C 2. NUM 3. N 2. NUM 3. N B 2 3 Autopilot Disconnect Button (AP DISC) (Failed deselected) (Cont'd) C 2 0 C 2 0 C 3 0 C 4 1	REVISION NO. 10 DATE: 01/03/2018 PAGE NO. 22-2	

AIRCRAFT:	VIATION ADMINISTRATIO Aviation 500 Series	REVISION NO. 10 PAGE NO. DATE: 01/03/2018 23-1					
Textioi	1 Aviation 500 Series					23-1	
					E KEY CATEGORY		
SYSTEM & SEQUENCE NO.	ITEM	2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
23. COMMU	NICATIONS						
Sequence No.	Item	1	2	3	4		Chai
-00-01 ***	Radio Management Unit (RMU)	С	2	1	a) Rema norma b) Auxilia	be inoperative provided: ining RMU operates ally, and ary Com/Nav control y unit is verified to operate ally.	
-00-02 ***	Flight Phone / SATCOM System	D	-	0	May be inope do not require	rative provided procedures e its use.	
-01	Cockpit Handset	D	-	0	May be inope do not require	rative provided procedures e its use.	
-02	Cabin Handset	D	-	0			I

AIRCRAFT:	VIATION ADMINISTRATIO Aviation 500 Series	REVISION NO. 10 PAGE NO. DATE: 01/03/2018 23-2						
1 GALIOI	1 Aviation 300 Series	BABAI			E KEY	25-2		
SYSTEM & SEQUENCE NO.	ITEM NICATIONS	_	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
Sequence No.	Item	1	2	3	4		Cha	
-10-01 ***	High Frequency (HF) Communication System							
-00A	(Dual LRCS not required)	D	-	-	Any in excess of the 14 CFR may be in	those required by noperative.		
-00B	(Dual LRCS required)	С	-	1	operations which Long-Range Com (LRCS) provided: a) Aircraft SA operates r b) SATVOIC available a intended r c) ICAO Flig required, t communic status of a d) Alternate	nmunication Systems : ATVOICE system		
-01	Wire Antenna	С	1	0	damaged provide a) Horizontal are inspect b) Any remains antenna is c) HF comm	erative, missing, or ed: I and vertical stabilizers cted for damage, ining portion of wire is removed, and unication system is d inoperative.		

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AIRCRAFT:			VISIO	ON N	O. 10 PAGE NO.	
Textro	n Aviation 500 Series		DAT	E: 0	1/03/2018 23-3	
		мм	EL T	ABL	E KEY	
OVOTENA O					CATEGORY	
SYSTEM & SEQUENCE	ITEM		2.1	MUN	BER INSTALLED	
NO.	I I EIVI	3. NUMBER REQUIRED FOR DISPATCH				
1203/7895/9.329					4. REMARKS OR EXCEPTIONS	
23. COMMU	NICATIONS					
Sequence No.	Item	1	2	3	4	Change Bar
-10-04 ***	Radio Package Cooling Fan (Com/NAV/XSPDR) (550 units 0801 thru 1136)					
-01	Fan 1	В	1	0	May be inoperative provided FAN 2 FAIL amber annunciator and fan is operative.	
-02	FAN1 FAIL Amber Annunciator	С	1	0	(O) May be inoperative provided Fan 1 and Fan 2 are verified operative.	I
-10-05 ***	STC03946AT VP-200 Voice Privacy Unit					
-01		D	1	0	May be inoperative provided unencrypted HF communications system remains operative.	
-02		D	1	0	May be inoperative provided HF communications system is considered inoperative.	
-11-01 ***	STC03975AT C-5000 UHF-VHF Transceiver	С	2	0		
-11-02 ***	STC03949AT ARC-210 UHF-VHF-FM SATCOM Transceiver	С	1	0		
-12-01	Very High Frequency (VHF) Communication System	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided: a) Affected system is not on an emergency bus, and b) Procedures do not require its use.	

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					E KEY					
SYSTEM &		1. F			CATEGORY BER INSTALLED					
EQUENCE NO.	ITEM	3. NUMBER REQUIRED FOR DISPATCH								
100000000000000000000000000000000000000		,	4. REMARKS OR EXCEPTIONS							
	NICATIONS					101				
equence No.	Item	1	2	3	4	Chan Bar				
20-01 **	Selective Call (SELCAL) (System or individual channel)					 				
-00A	(SELCAL not required)	D	-	0	May be inoperative provided procedures do not require its use.					
-00B	(SELCAL required)	С	-	0	(O) May be inoperative provided alternate procedures are established and used.					
40-01 **	Automatic Cabin Briefer	D	1	0						
40-02	Passenger Address (PA) System	D	1	0						
40-03	Passenger Seat Belt / Safety Chime	С	1	0						
						'				

U.S. DEPAR	TMENT OF TRANSPORTA	IOITA	V		MASTER MINIMUM EQUIPMENT LIST					
	VIATION ADMINISTRATIO									
AIRCRAFT:	n Aviation 500 Series	RE	REVISION NO. 10 PAGE NO. DATE: 01/03/2018 23-5							
Textror	1 Aviation 500 Series									
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SYSTEM &		1. 1		EPAIR CATEGORY 2. NUMBER INSTALLED						
SEQUENCE NO.	ITEM	3. NUMBER REQUIRED FOR DISPATCH								
1205796572.509					4. REMARKS OR EXCEPTIONS					
23. COMMU	NICATIONS				l later					
Sequence No.	Item	1	2	3	4 Chang Bar					
-50-01	Cockpit Headset and Boom Microphone	D	-	-	Any in excess of those required by 14 CFR may be inoperative.					
-01A	Boom Microphone (For a holder of an Air Carrier or Commercial Operator Certificate)	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operative, and b) Repairs are made within three flight days.					
-01B	Boom Microphone (For an operator other than a holder of an Air Carrier or Commercial Operator Certificate)	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operative, and b) Repairs are made in accordance with applicable 14 CFR.					
-02	Headset Earphones / Headphones	С	-	1	May be inoperative provided associated cockpit overhead communication speaker is operative.					
-03 ***	Active Noise Reduction (ANR) Function	D	-	0	May be inoperative provided normal audio function of headset is operative.					

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Textion	1 Aviation 300 Series	BABAI	MMEL TABLE KEY						
SYSTEM & SEQUENCE NO. 23. COMMU	ITEM	REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS							
Sequence No.	Item	1	2	3	4	Chan			
-50-02	Cockpit Headset Audio System					Ba			
-00A		С	2	0	May be inoperative provided: a) Both cockpit overhead communication speakers are operative and used, b) Headset audio system is not required by 14 CFR or procedures, and c) Aircraft is not operated single-pilot.				
-00B		С	2	1	One may be inoperative provided left side is operative for single-pilot operations.	 			
-50-03	Copilot's Audio Control Panel	С	1	0	May be inoperative for operations not requiring a second in command.	l			
-50-04	Cockpit Speakers	С	2	1	One may be inoperative provided an operative headset is used for the affected side.	 			
-50-05	Hand Held Microphone	С	2	0	May be inoperative provided associate headset microphone is operative and used.	d			

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FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST					
AIRCRAFT:		RE\			NO. 10 PAGE NO.					
lextron	Aviation 500 Series		DATE: 01/03/2018 23-7 MMEL TABLE KEY							
					LE KEY CATEGORY					
SYSTEM &		1. [MBER INSTALLED					
SEQUENCE	ITEM		2. 1		NUMBER REQUIRED FOR DISPATCH					
NO.					4. REMARKS OR EXCEPTIONS					
23. COMMUN	NICATIONS									
Sequence No.	Item	1	2	3	Bai					
-60-01	Static Wicks AFIS Antenna Static	С	1	0	One may be missing or broken from each of the following areas, not to exceed a total of three: a) Right wing, wingtip, or aileron (560 units 0539 thru 5000 wingtip only), b) Left wing wingtip, or aileron (560 units 0539 thru 5000 wingtip only), and c) Vertical stabilizer, stinger, or rudder (560 units 0539 thru 5000 stinger only).					
***	Wick				May be missing or broken.					

U.S. DEPAR	RTMENT OF TRANSPORTA	ATIOI	N					
FEDERAL A	AVIATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT	LIST	
AIRCRAFT:			REVISION NO. 10 PAGE NO.					
Textro	n Aviation 500 Series		DATE: 01/03/2018 23-8					
					E KEY			
SYSTEM &		1. F			CATEGORY	En		
SEQUENCE	ITEM	2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH						
NO.		4. REMARKS OR EXCEPTIONS						
23. COMMU	INICATIONS							
Sequence No.	Item	1	2	3	4		Change Bar	
-70-01	Cockpit Voice Recorder (CVR)							
-00A	(Holder of management specifications, air carrier, or commercial operator certificate)	A	1	0	a) Any Fi require operat b) Repai	rative provided: light Data Recorder (FDR) ed to be installed is tive, and rs are made within flight days.		
-00B	(Operator other than a holder of management specifications, air carrier, or commercial operator certificate)	A	1	0		rative provided repairs are rdance with applicable		
-00C ***	(All operators)	С	1	0	May be inope not required b	rative provided recorder is by 14 CFR.	 	
-01 ***	Recorder Independent Power Supply (RIPS)	С	1	0			 	
-02 ***	Underwater Locator Device (ULD)	D	1	0		rative or missing provided required by 14 CFR.	 	
-03A ***	Datalink Recording	С	1	0		rative provided datalink ot required by 14 CFR.	 	
-03B ***	Datalink Recording	A	1	0		rative provided repairs are hree flight days.		

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	Aviation 500 Series				1/03/2018 24-1	
					E KEY	
SYSTEM &				AIR CATEGORY NUMBER INSTALLED		
EQUENCE	ITEM			NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS		
NO.						
	ICAL POWER					12.
equence No.	Item	1	2	3	4	Char Ba
00-01 **	Ground Power Dispatch Switch	D	1	0		
-22-01	Avionics A.C. Power inverters (All except 560 units	С	2	1	(M) One may be inoperative provided:	
					a) Affected inverter is deactivated,	
					and	
	0751 thru 5000)				b) Flight is not conducted at night.	I
-31-01 ***	Battery Temperature Indicator	С	1	0	NOTE: BATT O'HEAT or BATT O'TEMP)
					annunciators combined with	
					Battery Temperature Indicator REV 10	
					NEV 10	
37-01	D.C. Ammeter	С	2	1	One may be inoperative	
40-01	External Power	С	1	0		
	Receptacle		_			

VIATION ADMINISTRATIO		VISIO	ON N	O. 10 PAGE NO.	
n Aviation 500 Series		DAT	E: 0	1/03/2018 25-1	
	ММ	EL T	ABL	E KEY	
ITEM	1. F	2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
ENT/FURNISHINGS					
Item	1	2	3	4	Chang Bar
Required Documents Holder (Airworthiness Certificate, Registration, etc.)	D	1	0	(O) May be inoperative or missing provided an alternate means of securing and displaying documents is used.	I
Cockpit Assist Handle	D	1	0		- 1
Cockpit Sunvisor System (Including attach mechanism)	D	-	0	May be inoperative or missing provided: a) Crewmember's field of vision is not obstructed, and b) Oxygen mask quick donning ability is not affected.	
Flight Crew Seat					1
Armrest	С	4	0	May be inoperative provided affected armrest is stowed in retracted position.	
Armrest	С	4	0	(M) May be inoperative provided affected armrest is removed.	
Lumbar Support	D	1	0		I
Recline/Tilt Function	С	2	0	 (M) (O) May be inoperative provided: a) Affected seat is secured or failed in a position that permits normal visibility, b) Full flight control movement is available, and c) Crewmember can reach all necessary controls and equipment while restrained. 	
	ITEM ENT/FURNISHINGS Item Required Documents Holder (Airworthiness Certificate, Registration, etc.) Cockpit Assist Handle Cockpit Sunvisor System (Including attach mechanism) Flight Crew Seat Armrest Armrest Lumbar Support	MM ITEM ENT/FURNISHINGS Item Required Documents Holder (Airworthiness Certificate, Registration, etc.) Cockpit Assist Handle Cockpit Sunvisor System (Including attach mechanism) Flight Crew Seat Armrest C Lumbar Support D ENT/FURNISHINGS ITEM 1 Centificate ID Cockpit Sunvisor System (Including attach Including	MMEL T ITEM Aviation 500 Series	Aviation 500 Series REVISION NO. 10 DATE: 01/03/2018 25-1	

AIRCRAFT:		₽E\	/ 2 /	JNI N	IO. 10 PAGE NO.				
	n Aviation 500 Series	1			1/03/2018 25-2				
		MMI	EL T	ABL	E KEY				
SYSTEM &		1. F		PAIR CATEGORY . NUMBER INSTALLED					
EQUENCE NO.	ITEM		3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS						
25. EQUIPN	IENT/FURNISHINGS				4. KEMAKKO OK EXCEL HONC				
equence No.	Item	1	2	3	4	Chan			
10-05	Flight Crew Seat (Cont'd)								
-04 ***	Thigh Support	С	2	0	May be inoperative provided full flight control movement is available.				
-05 ***	Restraint Buckle Protective Padding	D	2	0	May be damaged or missing.				
-06	Vertical Adjustment	С	2	0	 (M) (O) May be inoperative provided: a) Affected seat is secured or failed in a position that permits pilot normal visibility, b) Full flight control movement is available, and c) Crewmember can reach all necessary controls and equipment while restrained. 				
-07	Copilot Seat Belt / Shoulder Harness	С	1	0	May be inoperative provided seat remains unoccupied.				
-08	Copilot Floor Tracking	С	1	0	May be inoperative provided seat remains unoccupied.				
10-08	Eye Reference Ball	С	3	0	(O) May be inoperative or missing provided alternate procedures are established and used for eye position reference.				
10-09 ***	Yoke-mounted Chart Holder	D	-	0					
-01 ***	Light	D	-	0					

AIRCRAFT:	AVIATION ADMINISTRATIO n Aviation 500 Series				NO. 10 PAGE NO. 25-3	
TOXIIO	17 Widion 600 Cones	ММ			LE KEY	
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR O	CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	l
Sequence No.	Item	1	2	3	4	Chan
-20-03 ***	Cabin Curtain	D	-	0	(M) May be missing, or inoperative provided curtain is secured open.	Bai
-20-04	Cabin Window Shade					
-01	Failed Open	D	-	0		
-02	Failed Other Than Open	D	-	-	May be inoperative provided affected window is not adjacent to an escape hatch or main cabin door.	
-20-05	Non-essential Equipment and Furnishings (NEF)	-		0	May be inoperative, damaged or missi provided that item(s) is deferred in accordance with operator's NEF defer program. NEF program procedures an processes are outlined in operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to flight crew and included in operator's appropriate document. NOTE: Exterior lavatory door ashtray not considered an NEF item.	ral nd

U.S. DEPAR	RTMENT OF TRANSPORTA	ATIOI	N		NACTE		
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT	LIST
AIRCRAFT:			_	_	IO. 10	PAGE NO.	
Textro	n Aviation 500 Series		DAT	E: 0	1/03/2018	25-4	
<u> </u>		_			E KEY		
SYSTEM & SEQUENCE	ITEM	1. F			CATEGORY BER INSTALL	ED	
NO.	ITEM			3.1		UIRED FOR DISPATCH	
2808/786-27279	ENT/EUDAUGUINGO	ļ			4. REMARKS	OR EXCEPTIONS	
	ENT/FURNISHINGS	1	2	3	4		Change
Sequence No.		D		0		rativa providad:	Bar
-20-06	Passenger Seat (Including side-facing seats, folding seats and couches)		-	U	a) Seat of emerge b) Seat of occup c) Affector placar	erative provided: does not block an gency exit, does not restrict any cabin ant access to aisle, and ed seat(s) are blocked and rded "DO NOT OCCUPY". ted seat(s) may include near inoperative seat(s).	
-01	Armrest	D	-	0	occupied prov a) Armre emerg b) Armre	ng, or inoperative with seat vided: est does not block an gency exit, and est does not restrict any occupant from access to	
-02A	Seat Controls (Includes recline, headrest, footrest, floor tracking, pedestal tracking, swivel, and other positioning controls)	D	-	0	occupied prov	noperative with seat vided seat is secured in and landing position.	
-02B	Seat Controls (Includes recline, headrest, footrest, floor tracking, pedestal tracking, swivel, and other positioning controls)	D	-	0		erative with seat occupied arol is failed in taxi, takeoff position.	
		I	I	1	I		

<u>VIATION ADMINISTRATIO</u>						
Aviation 500 Series	RE\			_	PAGE NO. 25-5	
	ММІ	EL T	ABL	E KEY		
ITEM	1. F		NUM	BER INSTALLE JUMBER REQU	JIRED FOR DISPATCH	
ENT/FURNISHINGS						
Item	1	2	3	4		Change Bar
Passenger Seat (Including side-facing seats, folding seats and couches) (Cont)						
Seat Controls (Includes recline, headrest, footrest, floor tracking, pedestal tracking, swivel, and other positioning controls)	D	-	0	than taxi, take	off, and landing position	
Seat Belt / Shoulder Harness (Forward and Aft Facing Seats)	D	-	0	seat is placard FOR TAXI, TA WHEN FASTE	led "DO NOT OCCUPY KEOFF, LANDING OR EN SEAT BELT SIGN IS	
Seat Belt / Shoulder Harness (Side facing seats)	D	-	0	seat is placard FOR TAXI, TA WHEN FASTE	led "DO NOT OCCUPY KEOFF, LANDING OR EN SEAT BELT SIGN IS	
Seat Belt / Shoulder Harness Keeper	D	-	0			
Lumbar Support	D	-	0			
Air Bag Restraint System	D	1	0	•	•	
	Passenger Seat (Including side-facing seats, folding seats and couches) (Cont) Seat Controls (Includes recline, headrest, footrest, floor tracking, pedestal tracking, swivel, and other positioning controls) Seat Belt / Shoulder Harness (Forward and Aft Facing Seats) Seat Belt / Shoulder Harness (Side facing seats) Seat Belt / Shoulder Harness (Side facing seats)	ITEM ENT/FURNISHINGS Item 1 Passenger Seat (Including side-facing seats, folding seats and couches) (Cont) Seat Controls (Includes recline, headrest, footrest, floor tracking, pedestal tracking, swivel, and other positioning controls) Seat Belt / Shoulder Harness (Forward and Aft Facing Seats) Seat Belt / Shoulder Harness (Side facing seats) D Air Bag Restraint D Air Bag Restraint D D Air Bag Restraint D Air Bag Restraint D D Air Bag Restraint D Air Bag Restraint	ITEM TEM Tem	Aviation 500 Series	ITEM TABLE KEY 1. REPAIR CATEGORY 2. NUMBER INSTALLE 3. NUMBER REQUENTIFURNISHINGS 4. REMARKS 4.	MMEL TABLE KEY 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N			
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT L	IST
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	O. 10 PAGE NO.	
Textror	n Aviation 500 Series		DAT	E: 0	1/03/2018 25-6	
_					E KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM	NUMBER INSTALLED NUMBER REQUIRED FOR DISPATCH				
NO.				J. 1	4. REMARKS OR EXCEPTIONS	
25. EQUIPM	ENT/FURNISHINGS					
Sequence No.	Item	1	2	3	4	Change Bar
-30-01	Refreshment Center Hot Liquid Storage System Heater	D	-	0	(M) May be inoperative provided system is deactivated.	
-30-02 ***	Refreshment Center Microwave / Oven	D	_	0	(M) May be inoperative provided system is deactivated.	
-40-01	Exterior Lavatory Door Ashtray	A	1	0	May be inoperative in accordance with AD 74-08-09 in its current revision.	
-50-01	Baggage Restraint System	D	-	0	Individual components may be inoperative or missing provided baggage is secured by alternate means or not carried.	
-01A	Anchor Plate	С	-	0	Individual anchor plates may be inoperative provided: a) No visible damage exists, and b) Baggage is secured using remaining anchor plates or not carried.	
-01B	Anchor Plate	С	-	0	 (M) Individual anchor plates may be damaged provided: a) Attaching structure is inspected for damage, and b) Baggage is secured using remaining anchor plates or not carried. 	

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		MACTE		
FEDERAL A	VIATION ADMINISTRATION	NC			MASTE	ER MINIMUM EQUIPMENT LIS	<i>,</i> I
AIRCRAFT:					IO. 10	PAGE NO.	
Textror	Aviation 500 Series		DAT	E: 0	1/03/2018	25-7	
					E KEY		
SYSTEM &		1. F			CATEGORY BER INSTALL	FD	
SEQUENCE	ITEM		2.1			UIRED FOR DISPATCH	
NO.						OR EXCEPTIONS	
25. EQUIPM	ENT/FURNISHINGS						
Sequence No.	Item	1	2	3	4		ange Bar
-50-02	Cabin Storage Compartment						
-00A		C	-	0	a) Company aidevice b) Any e locate is con c) Affect used t excep affixed d) Proce used t closed e) Affect promit USE". (M) May be in a) Affect b) Affect used t includ affixed c) Cabin affecte be used d) Affect	mergency equipment ad in affected compartment sidered inoperative, ed compartment is not for storage of any item at for those permanently d, dures are established and to secure compartment d, and ed compartment is nently placarded "DO NOT moperative provided: ed door is removed, ed compartment is not for storage of any item, ing those permanently d, occupants are briefed that ed compartment may not ed, and ed compartment is nently placarded "DO NOT	
					(Continued)		

FEDERAL A	AVIATION ADMINISTRATIC :		VISIO	ON N	IO. 10 PAGE NO.			
Textro	on Aviation 500 Series		DAT	E: 0	1/03/2018 25-8			
					E KEY			
SYSTEM & SEQUENCE NO.		1. F	REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH A PENA PLOS OF EXPERIENCE					
25 FOUIPN	MENT/FURNISHINGS	, , , , , , , , , , , , , , , , , , ,			4. REMARKS OR EXCEPTIONS			
Sequence No.	Item	1	2	3	4	Chang		
-50-02	Cabin Storage Compartment (Cont'd)							
-01	Shelving	С	-	0	(O) May be inoperative provided: a) Any permanently affixed emergency equipment located on affected shelf is relocated and available for use, and b) Cabin occupants are briefed on location of relocated equipment.	 		
-02	Key Lock	D	-	0	(M) May be inoperative in the unlocked position provided door can be secured by other means	 		
-60-01 ***	Cockpit Smoke Vision System (CSVS)	D	-	0	May be missing or inoperative.			
-60-02 ***	Crash Axe / Survival Tool	D	-	-				
-60-03	Emergency Medical Equipment							
-01 ***	Automatic External Defibrillator (AED) (Includes associated equipment)	D	-	0	May be inoperative or missing			
-02 ***	Emergency Medical Kit (EMK) (Includes associated equipment)	D	-	0	May be inoperative or missing			
-03 ***	First Aid Kit (FAK) (Includes associated equipment)	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.			

AIRCRAFT:	VIATION ADMINISTRATION				O. 10 PAGE NO.	
Textro	n Aviation 500 Series		DAT	E: 0	1/03/2018 25-9	
					E KEY	
SYSTEM &		1. F	_		CATEGORY	
EQUENCE	ITEM		2. 1		BER INSTALLED IUMBER REQUIRED FOR DISPATCI	1
NO.				3. 1	4. REMARKS OR EXCEPTIONS	
5. EQUIPM	ENT/FURNISHINGS				4. KEMAKKO OK EXCEL HONO	
equence No.	Item	1	2	3	4	Char
61 - 01 **	Life Vest (Crew and passenger)	D	-	-	Any in excess of those required by 14 CFR may be missing, or inoperation provided affected preserver is placare "INOPERATIVE" or removed.	
62-01	Emergency Locator Transmitter (ELT)					
-01 ***	Survival Type	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missin	g.
-02A	Fixed, Automatic	A	-	0	 (M) May be inoperative provided: a) System is deactivated or removed, and b) Repairs are made within 90 calendar days. 	
-02B	Fixed, Automatic	D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated or removed.	y
64-01 **	Life Raft	D	-	-	Any in excess of those required by 14 CFR may be missing, or inoperative provided affected raft is placarded "INOPERATIVE" or removed.	/e

U.S. DEPARTM	ENT OF TRANSPORTA	OIT	N		MASTE	R MINIMUM EQUIPMENT LIST			
	TION ADMINISTRATIO								
AIRCRAFT:	viation 500 Series	RE\			O. 10	PAGE NO. 26-1			
1 EXIIOH AV		DATE: 01/03/2018 26-1 MMEL TABLE KEY							
		_			E KEY CATEGORY				
SYSTEM &	NC250000 010000	1. 1			BER INSTALLE	=D			
SEQUENCE	ITEM					UIRED FOR DISPATCH			
NO.						OR EXCEPTIONS			
26. FIRE PROTI	ECTION								
Sequence No. Ite	m	1	2	3	4	Change Bar			
	ortable Fire xtinguisher	D			14 CFR may be provided: a) Inoper placare remove and placare cannot function	rative fire extinguisher is ded "INOPERATIVE", ed from installed location, acced out of sight so it to be mistaken for a onal unit, and red distribution is			

U.S. DEPAR	RTMENT OF TRANSPORTA	ATIOI	N		
			-		MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	AVIATION ADMINISTRATIO	_	VISIO	N NC	NO. 10 PAGE NO.
	n Aviation 500 Series	. _			01/03/2018 27-1
		ММ	EL T	ABL	LE KEY
SYSTEM &		1. F			CATEGORY
SEQUENCE	ITEM		2.1		IBER INSTALLED
NO.				3.1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
27. FLIGHT	CONTROLS	-			4. REMARKS OR EXCEPTIONS
Sequence No.	Item	1	2	3	4 Change Bar
-20-01	Rudder Pedal	В	4	2	(M) (O) Two may be inoperative
	Adjustment System				provided: a) Two pedal adjustments are not inoperative at same pilot station, b) Affected pedal is positioned in a detent and adjustment mechanism is secured from movement, c) Unaffected pedal is adjusted to match affected pedal, and d) Crewmember seated at affected station verifies full control movement and brake application is available while restrained, prior to each flight.
-31-01	Electric Elevator Trim	В	1	0	 (M) May be inoperative provided: a) Electric elevator trim system is deactivated, b) Autopilot is considered inoperative, and c) Aircraft is not operated RVSM.
-41-01	Trim and Flap Position Indicator Tips (All except 560 units 0751 thru 5000)	С	4	0	(M) May be missing or inoperative provided alternate means of marking pointer is established and used.
-70-01	Control/Gust Lock System (Failed Unlocked)	С	1	0	(O) May be inoperative provided pilot verifies full flight control and throttle movement.

AIRCRAFT:	VIATION ADMINISTRATIO Aviation 500 Series				IO. 10 PAGE NO. 28-1				
		ммі			E KEY				
SYSTEM & SEQUENCE NO.	ITEM		1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS						
Sequence No.	Item	1	2	3	4	Chang Bar			
-00-01 ***	Single Point Refueling System	С	1	0					
-40-01	Fuel Low Level Indicating System	В	2	1	One may be inoperative provided both fuel quantity indicating systems are operative				
-41-01	Fuel Quantity Indicating System	A	2	1	One indication may be inoperative provided: a) Both fuel low level indicating systems and both fuel flow indicating systems are operative, b) Fuel required for route to be flown is increased by 10%, c) Flight is restricted to a maximum of three hours, remaining within one hour of a suitable airport at all points along route, d) Both fuel tanks are fueled over-wing to a known, balanced quantity, e) Fuel use is tracked, f) If autopilot is used, it is disconnected every twenty minutes to detect possible lateral fuel imbalance, monitor trim required, and g) Repairs are made within three flight cycles.				

AIRCRAFT:	VIATION ADMINISTRATION Aviation 500 Series				O. 10	PAGE NO. 28-2			
rextror	1 Aviation 500 Series		DATE: 01/03/2018 28-2 MMEL TABLE KEY						
SYSTEM &		1. F			DEBINISTALL	ED			
SEQUENCE	ITEM		2. 1		BER INSTALL	QUIRED FOR DISPATCH			
NO.				3. 1		S OR EXCEPTIONS			
28. FUEL		<u> </u>			7. INDIVIDATE	S ON EXCEL HONC			
Sequence No.	Item	1	2	3	4	Cha B			
-42-01	Fuel Remaining/Fuel	С	1	0		erative provided both fuel			
***	Used Indicating System		•			cating systems are			
	3 - 7				operative.	3 - ,			
-43-01	L/R Fuel temperature	С	2	1					
	Indication (560 units -0539 thru								
	5000)								
	3000)								
		1	ĺ	ĺ	Ī				

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N		MASTE	R MINIMUM EQUIPMEN	NT LIST
	VIATION ADMINISTRATIO						
AIRCRAFT:	A : // 500 O :	RE\			O. 10	PAGE NO.	
Textron	Aviation 500 Series		DAI	E: 0'	1/03/2018	29-1	
					E KEY		
SYSTEM &		1. F			CATEGORY	-D	
SEQUENCE	ITEM	2. NUMBE			UIRED FOR DISPATCH		
NO.				J. I		OR EXCEPTIONS	<u> </u>
29. HYDRAU	LIC POWER					01(2)(02) 1101(0	
Sequence No.	Item	1	2	3	4		Change Bar
-30-01	Low Hydraulic Fluid				Moved to ATA	A 31 Rev 10	
	Annunciator/Light						j
20.02					Moved to ATA	V 24 Day 40	1
-30-02	LO HYD FLOW L/R HYD FLOW LOW				Moved to ATA	A 31 Rev IU	
	LH/RH Annunciator						

SYSTEM & SYSTEM & TEM SEQUENCE NO. 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS Sequence No. 1 2 2 4 6 Chair AIRCRAFT:					IO. 10	PAGE NO.		
SYSTEM & SEQUENCE NO. ITEM NO. 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 30. ICE AND RAIN PROTECTION Sequence No. Item 1 2 3 4	Textro	n Aviation 500 Series	DATE: 01/03/2018 30-1					
SYSTEM & SEQUENCE NO. ITEM NO. 2 3 MUMBER REQUIRED FOR DISPATCH 4 REMARKS OR EXCEPTIONS 4 REMARKS OR EXCEPTIONS 4 REMARKS OR EXCEPTIONS 4 REMARKS OR EXCEPTIONS 6 REMARKS OR EXCEPTIONS REMARKS OR E								
Sequence No. Item	SEQUENCE NO.		1. F	NUMBER INSTALLED NUMBER REQUIRED FOR DISPATCH				
-00-01 ENG ANTI-ICE Annunciator -00-02 WING ANTI-ICE Annunciators (560 units -0539 thru -5000) -00-03 Pitot/Static Heater OFF Annunciators -10-01 Wing and Tail De-Ice or Anti-Ice System (500/501, 550/551, 560) -02 Surface Anti-Ice Pumps (S550) -03 Wing Electrical Systems (500/501, 550/551) -04 Wing Bleed Air Anti-Ice Systems (500/501, 550/551) -05 Wing Bleed Air Anti-Ice Systems (560 units -0001 thru -0538) -05 Wing Bleed Air Anti-Ice Systems (560 units -0539 thru -5000) -20-01 Engine Anti-Ice System C 2 1 May be inoperative provided aircraft is not operated into AFM defined icing conditions. May be inoperative provided aircraft is not operated into AFM defined icing conditions. May be inoperative provided aircraft is not operated into AFM defined icing conditions. May be inoperative provided aircraft is not operated into AFM defined icing conditions. May be inoperative provided aircraft is not operated into AFM defined icing conditions. May be inoperative provided aircraft is not operated into AFM defined icing conditions. May be inoperative provided aircraft is not operated into AFM defined icing conditions. May be inoperative provided aircraft is not operated into AFM defined icing conditions. May be inoperative provided aircraft is not operated into AFM defined icing conditions. May be inoperative provided aircraft is not operated into AFM defined icing conditions.			1		1	1		Change
Annunciator -00-02 WING ANTI-ICE Annunciators (560 units -0539 thru -5000) -00-03 Pitot/Static Heater OFF Annunciators -10-01 Wing and Tail De-Ice or Anti-Ice System (500/501, 550/551, 560) -02 Surface Anti-Ice Pumps (S550) -03 Wing Electrical Systems (500/501, 550/551) -04 Wing Bleed Air Anti-Ice Systems (560 units -0001 thru -0538) -05 Wing Bleed Air Anti-Ice Systems (560 units -0539 thru -5000) -20-01 Engine Anti-Ice System C 2 1 May be inoperative provided aircraft is not operated into AFM defined icing conditions. C 2 1 May be inoperative provided aircraft is not operated into AFM defined icing conditions. C 2 1 May be inoperative provided aircraft is not operated into AFM defined icing conditions. I May be inoperative provided aircraft is not operated into AFM defined icing conditions. I May be inoperative provided aircraft is not operated into AFM defined icing conditions. I May be inoperative provided aircraft is not operated into AFM defined icing conditions. I May be inoperative provided aircraft is not operated into AFM defined icing conditions.			1	2	3			Bar
Annunciators (560 units -0539 thru -5000) -00-03 Pitot/Static Heater OFF Annunciators -10-01 Wing and Tail De-Ice or Anti-Ice System -01 Pneumatic De-Ice System (500/501, 550/551, 560) -02 Surface Anti-Ice Pumps (S550) -03 Wing Electrical Systems (500/501, 550/551) -04 Wing Bleed Air Anti-Ice Systems (500 units -0001 thru -0538) -05 Wing Bleed Air Anti-Ice Systems (560 units -0539 thru -5000) -06 Wing Bleed Anti-Ice System (C 2 1 May be inoperative provided aircraft is not operated into AFM defined icing conditions. -07 Wing Bleed Air Anti-Ice Systems (C 2 1 May be inoperative provided aircraft is not operated into AFM defined icing conditions. -08 Wing Bleed Air Anti-Ice Systems (560 units -0539 thru -5000) -29-01 Engine Anti-Ice System (C 2 1 May be inoperative provided aircraft is not operated into AFM defined icing conditions.	-00-01					Moved to ATA	A 31 Rev 10	l
Annunciators -10-01 Wing and Tail De-Ice or Anti-Ice System -01 Pneumatic De-Ice System (500/501, 550/551, 560) -02 Surface Anti-Ice Pumps (S550) -03 Wing Electrical Systems (500/501, 550/551) -04 Wing Bleed Air Anti-Ice Systems (560 units -0001 thru -0538) -05 Wing Bleed Air Anti-Ice Systems (560 units -0539 thru -5000) -06 Engine Anti-Ice System C 2 May be inoperative provided aircraft is not operated into AFM defined icing conditions. C 2 May be inoperative provided aircraft is not operated into AFM defined icing conditions. C 2 May be inoperative provided aircraft is not operated into AFM defined icing conditions. C 2 May be inoperative provided aircraft is not operated into AFM defined icing conditions. C 3 May be inoperative provided aircraft is not operated into AFM defined icing conditions.	-00-02	Annunciators (560 units				Moved to ATA	A 31 Rev 10	
Anti-Ice System On Pneumatic De-Ice System (500/501, 550/551, 560) On May be inoperative provided aircraft is not operated into AFM defined icing conditions. On May be inoperative provided aircraft is not operated into AFM defined icing conditions. On May be inoperative provided aircraft is not operated into AFM defined icing conditions. On May be inoperative provided aircraft is not operated into AFM defined icing conditions. On May be inoperative provided aircraft is not operated into AFM defined icing conditions. On May be inoperative provided aircraft is not operated into AFM defined icing conditions. On May be inoperative provided aircraft is not operated into AFM defined icing conditions. On May be inoperative provided aircraft is not operated into AFM defined icing conditions. On May be inoperative provided aircraft is not operated into AFM defined icing conditions.	-00-03					Moved to ATA	A 31 Rev 10	
System (500/501, 550/551, 560) -02 Surface Anti-Ice Pumps (S550) C 2 1 May be inoperative provided aircraft is not operated into AFM defined icing conditions. -03 Wing Electrical Systems (500/501, 550/551) C 2 1 May be inoperative provided aircraft is not operated into AFM defined icing conditions. -04 Wing Bleed Air Anti-Ice Systems (560 units -0001 thru -0538) -05 Wing Bleed Air Anti-Ice Systems (560 units -0539 thru -5000) C 2 1 May be inoperative provided aircraft is not operated into AFM defined icing conditions. C 2 0 May be inoperative provided aircraft is not operated into AFM defined icing conditions. -20-01 Engine Anti-Ice System C 2 1 May be inoperative provided aircraft is not operated into AFM defined icing conditions.	-10-01	•						
(S550) -03 Wing Electrical Systems (500/501, 550/551) -04 Wing Bleed Air Anti-Ice Systems (560 units -0001 thru -0538) -05 Wing Bleed Air Anti-Ice Systems (560 units -0539 thru -5000) -20-01 Engine Anti-Ice System (S550) -08 Not operated into AFM defined icing conditions. -10 Nay be inoperative provided aircraft is not operated into AFM defined icing conditions. -20 Nay be inoperative provided aircraft is not operated into AFM defined icing conditions. -20 Nay be inoperative provided aircraft is not operated into AFM defined icing conditions.	-01	System	С	-	0	not operated		
(500/501, 550/551) -04 Wing Bleed Air Anti-Ice Systems (560 units -0001 thru -0538) -05 Wing Bleed Air Anti-Ice Systems (560 units -0539 thru -5000) -20-01 Engine Anti-Ice System (500/501, 550/551) not operated into AFM defined icing conditions. Nay be inoperative provided aircraft is not operated into AFM defined icing conditions. -20-01 Engine Anti-Ice System C 2 1 May be inoperative provided aircraft is not operated into AFM defined icing conditions.	-02		С	2	1	not operated		
Systems (560 units -0001 thru -0538) -05 Wing Bleed Air Anti-Ice Systems (560 units -0539 thru -5000) C D May be inoperative provided aircraft is not operated into AFM defined icing conditions. C D May be inoperative provided aircraft is not operated into AFM defined icing conditions. C D May be inoperative provided aircraft is not operated into AFM defined icing	-03		С	2	1	not operated	•	
Systems (560 units -0539 thru -5000) -20-01 Engine Anti-Ice System C D May be inoperative provided aircraft is not operated into AFM defined icing	-04	Systems (560 units	С	2	1	not operated	•	
not operated into AFM defined icing	-05	Systems (560 units	С	2	0	not operated	•	
	-20-01	Engine Anti-Ice System	С	2	1	not operated	•	

	AVIATION ADMINISTRATIO				MASTER MINIMUM EQUIPMENT I	_101
AIRCRAFT:	: on Aviation 500 Series	RE'			IO. 10 PAGE NO. 1/03/2018 30-2	
Textic	TAVIALION 500 Senes	BABA			.E KEY	
SYSTEM & SEQUENCE NO.		_	REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
	D RAIN PROTECTION	1.			1.	Change
Sequence No.	Item	1	2	3	4	Bar
-20-02	Engine Anti-Ice Valves	С	2	1	One may be inoperative provided: a) Engine anti-ice valve remains OPEN, and b) Takeoff and landing field temperatures are not in excess of +10 degrees C. NOTE: See AFM Performance Data	
-30-01	Pitot Heaters	В	-	-	One may be inoperative provided: a) Flight is not conducted in AFM defined icing conditions, b) Flight is not conducted at night, c) Aircraft is not operated in visible moisture, and d) Aircraft is not operated RVSM.	
-30-02	Static Pressure Port Heaters	В	-	-	One may be inoperative provided: a) Aircraft is not operated in known, forecast, or AFM-defined icing conditions, b) Flight is not conducted at night, c) Flight is not conducted in visible moisture, and d) Aircraft is not operated RVSM.	
-30-03	Angle of Attack Probe/Vane Heater	С	-	0	May be inoperative provided: a) Aircraft is not operated in known, forecast, or AFM-defined icing conditions, b) Flight is not conducted at night, and c) Aircraft is operated VMC only.	

AIRCRAFT:					O. 10 PAGE NO.	
Textro	n Aviation 500 Series				1/03/2018 30-3	
SYSTEM & SEQUENCE NO.			IMEL TABLE KEY 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
	D RAIN PROTECTION	<u> </u>				Chang
Sequence No.	Windshield Anti-Ice	1 C	2	3 1	One may be inoperative provided:	Bar
-40-01	System		2	'	a) Left windshield anti-ice system must be operative for single pilot operations, and b) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
-40-02	Windshield Alcohol System	С	1	0	May be inoperative provided aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
-40-03	Rain Removal System	С	2	0	May be inoperative provided flight is not conducted in precipitation within 5 nautical miles of the airport for takeoff and landing.	
-70-01	Drain Mast Heaters	С	-	0	May be inoperative provided: a) Affected basins are not used, and b) Any ice or fluid is emptied from basin.	
-80-01	Surface Ice Detection System (S550)	В	1	0	May be inoperative provided aircraft is not operated in known, forecast, or AFM-defined icing conditions.	

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT I	LIST				
AIRCRAFT:	VIATION ADMINISTRATIO		/1010	7N1 N1	O. 10	PAGE NO.					
	Aviation 500 Series	NE'			1/03/2018	31-1					
10/11011	Triviation ood conod										
			MMEL TABLE KEY 1. REPAIR CATEGORY								
SYSTEM &		1. [ED					
SEQUENCE	ITEM	2. NUMBER INSTA			UIRED FOR DISPATCH						
NO.				J. 1		OR EXCEPTIONS					
31. INDICAT	ING/RECORDING SYSTEM	/IS				01(2/(02) 110110					
Sequence No.	Item	1	2	3	4		Change Bar				
-00-01	Angle of Attack (AOA)						Dai				
00 01	System										
-01	Indicator	С	1	0							
-02 ***	Indexer	С	1	0							
-00-02	N1 Reminder (Mechanical and Electric) All Except 560 units -0751 thru -5000	D	1	0							
-10-01	Low Hydraulic Fluid Amber Annunciator/ Light Failure to Illuminate or Extinguish	С	1	0		operative provided d level is verified before	 				
-10-02	LO HYD FLOW L/R HYD FLOW LOW LH/RH Amber Annunciator Failure to Illuminate or Extinguish	С	2	1	a) Adequ prior to b) Hydra	operative provided: late fluid level is verified o each takeoff, and ulic system operation is d operative on the affected					
-10-03	PRECOOL FAIL Amber Annunciator Failure to Illuminate or Extinguish (550 units -0001 thru -0549)	С	1	0	May be inope	rative provided precool sidered inoperative.	l				
-10-04	Nose Baggage Doors Amber Annunciator System Fails to Illuminate/Display (550 units -0801 thru 1136, 560 units -0260 thru -5000)	С	2	0	affected door	operative provided (s) are verified closed, ocked prior to each takeoff.					

U.S. DEPAR	RTMENT OF TRANSPORTA	TIOI	N			
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT I	_IST
AIRCRAFT:					IO. 10 PAGE NO.	
l extroi	n Aviation 500 Series				1/03/2018 31-2	
		_			.E KEY Category	
SYSTEM & SEQUENCE NO.	ITEM			2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS		
31. INDICAT	ING/RECORDING SYSTEM	/IS				
Sequence No.	Item	1	2	3	4	Change Bar
-10-05	Aft Baggage or Tailcone Door Amber Annunciator System Fails to Illuminate/Display (550 units -0801 thru -1136, 560 units -0260 thru -5000)	С	1	0	(O) May be inoperative provided affected door is verified closed, latched and locked prior to each takeoff.	
-10-06	DOOR SEAL Amber Annunciator System Fails to Illuminate/Display (550 units -0801 thru -1136, 560)					I
-01	Pressurized	С	1	0	 (O) May be inoperative provided: a) Primary door seal is verified operative, and b) Flight is conducted at FL 250 or below. 	
-02	Unpressurized	С	1	0	May be inoperative provided pressurization is considered inoperative.	
-10-07	Cabin Door Amber Annunciator System Fails to Illuminate/Display (550 units -0801 thru -1136, 560 units -0260 thru -5000)	В	1	0	 (O) May be inoperative provided: a) All door lock flags are visible in the sight glass locations on the door, and b) Interior door handle securing pin is verified engaged (unable to rotate handle without depressing push button). 	
10-08	Engine Igniter Lights/ Annunciators Fails to Illuminate/Display (All except 560 units -0751 thru -5000)	В	2	1	One may be inoperative provided igniter snapping is verified audibly prior to engine start.	

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N		MASTE	ER MINIMUM EQUIPMENT	LICT
FEDERAL A	VIATION ADMINISTRATIO	N			IVIAGIE	EN MINIMUM EQUIPMENT	LIST
AIRCRAFT: Textror	Aviation 500 Series	RE'			O. 10 1/03/2018	PAGE NO. 31-3	
		ММ	EL T	ABL	E KEY	1	
SYSTEM & SEQUENCE NO.	ITEM		REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATE 4. REMARKS OR EXCEPTIONS		UIRED FOR DISPATCH		
31. INDICAT	ING/RECORDING SYSTEM	/IS			4. KEWAKKS	OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4		Change Bar
-20-01	Clocks	D	_	-		s of those required by	Dar
200.	o.co.kc					be inoperative.	i
-20-02	Flight Hour Meter	С	1	0		noperative provided flight ed by other means.	
-30-04 ***	Flight Data Recorder						
-00A	(FDR not required)	С	1	0	May be inope not required t	erative provided recorder is by 14 CFR.	
-00B	(Operator other than a holder of an Air Carrier or Commercial Operator Certificate)	A	1	0		erative provided repairs are ordance with applicable	
					(Continued)		

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N							
			-		MASTER MINIMUM EQUIPMENT LIST					
AIRCRAFT:	VIATION ADMINISTRATIO		/1910	A IAC	NO. 10 PAGE NO.					
	Aviation 500 Series				01/03/2018 31-4					
		MMI	MMEL TABLE KEY							
SYSTEM & SEQUENCE	ITEM				MBER INSTALLED					
NO.	TT CIVI			3.1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
31. INDICAT	ING/RECORDING SYSTEM	ИS								
Sequence No.	Item	1	2	3	4 Change Bar					
-30-04 ***	Flight Data Recorder (Cont'd)									
-00C	(Holder of an Air Carrier or Commercial Operator Certificate)	A	1	0	May be inoperative provided: a) Aircraft is not dispatched from an airport where repairs can be made unless, b) Flight Data Recorder (FDR) failure occurs after dispatch but prior to takeoff, or c) Flight Data Recorder (FDR) repair was attempted but not successful, d) In those cases where repair is attempted but not successful, aircraft may be dispatched on a flight or series of flights until arriving at next airport where repairs can be made at which the repair must be accomplished prior to dispatch, and e) Repairs are made within three flight days.					
-01A	Flight Data Recorder (FDR) Parameters required by 14 CFR	A	-	-	Up to three (3) recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repair are made within 20 calendar days.					
					(Continued)					

AIRCRAFT:		RE'			O. 10 PAGE NO.					
Textron	Aviation 500 Series		DAT	E: 0	1/03/2018 31-5					
			IMEL TABLE KEY 1. REPAIR CATEGORY							
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
31. INDICAT	ING/RECORDING SYSTEM	MS			4. KEMAKKO OK EXCELLIONO					
Sequence No.	Item	1	2	3	4	Change Bar				
-30-04 ***	Flight Data Recorder (Cont'd)									
-01B	Flight Data Recorder (FDR) Parameters not required by 14 CFR	A	-	-	May be inoperative provided repairs are made prior to completion of next scheduled inspection/check of FDR.	 				
-02A ***	Underwater Locator Device (ULD)	D	1	0	May be inoperative or missing provided device is not required by 14 CFR.					
-02B ***	Underwater Locator Device (ULD)	A	1	0	May be inoperative or missing provided repairs are made within three flight days.					
-30-05 ***	Quick Access Recorder (QAR)	D	1	0	May be inoperative provided recorder is not required by 14 CFR or procedures.					
-50-03	Central Warning									
-01	Master Warning Light (Failed to illuminate)	С	2	1	Right side may be inoperative for single-pilot operations.					
-02	Master Warning Cancel/Reset Function	С	2	1	Right side may be inoperative for single-pilot operations.					
-03	Master Caution Light (Failed to illuminate) (550 units -0801 thru 1136, 560 units -0539 thru -5000)	С	2	1	Right side may be inoperative for single-pilot operations.	 				
-04	Master Caution Cancel/Reset Function (550 units -0801 thru 1136, 560 units -0539 thru -5000)	С	2	1	Right side may be inoperative for single-pilot operations.					

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N		MASTE	R MINIMUM EQUIPMENT I	IST
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AIRCRAFT:		RE\			O. 10	PAGE NO.	
Textron	Aviation 500 Series		DAT	E: 0	1/03/2018	32-1	
		ММІ	EL T	ABL	E KEY		
SYSTEM &		1. F			CATEGORY		
SEQUENCE	ITEM		2. 1		BER INSTALLE		
NO.	_			3. N		UIRED FOR DISPATCH	
	0515	, , ,			4. REMARKS	OR EXCEPTIONS	
32. LANDING		1 .		1 .	Γ.		Change
Sequence No.	Item	1	2		4		Bar
-41-01 ***	Anti-Skid System (All except 560 units -0539 thru -5000)	С	1	0		rative provided AFM cedures are followed.	
-41-02 ***	Skid Warning System (500/501)	С	1	0			

U.S. DEPAR	TMENT OF TRANSPORTA	OIT	N		MASTER MINIMUM EQUIPMENT L	₋IST					
FEDERAL A	VIATION ADMINISTRATIO	N									
AIRCRAFT:		RE\			NO. 10 PAGE NO.						
Textron	Aviation 500 Series		DAT	E: 0	01/03/2018 33-1						
		ММІ	MMEL TABLE KEY								
CVCTEM		1. F	1. REPAIR CATEGORY								
SYSTEM & SEQUENCE	ITEM		2. 1	MUI	IBER INSTALLED						
NO.	I I EIVI			3. N	NUMBER REQUIRED FOR DISPATCH						
110.					4. REMARKS OR EXCEPTIONS						
33. LIGHTS											
Sequence No.	Item	1	2	3	4	Change Bar					
-10-01	Cockpit and Instrument Lighting (Excluding button lights, standby flight instrument lighting, internally lighted annunciators, and required placard lighting)										
-00A		С	•	0	May be inoperative provided aircraft is not operated at night.						
-00B		C			Individual lights may be inoperative provided: a) Cockpit emergency lighting is operative, b) Remaining lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, c) Remaining lights are positioned so that direct rays are shielded from crewmembers' eyes, and d) Lighting configuration and intensity is acceptable to flight crew.						

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		MASTER MINIMUM EQUIPMENT LI	ICT
FEDERAL A	VIATION ADMINISTRATIO	N			WASTER WIINIWOW EQUIPMENT L	101
AIRCRAFT:	Aviation 500 Series				NO. 10 PAGE NO. 33-2	
		ММ	EL T	ABL	LE KEY	
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR C	CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
33. LIGHTS					,	
Sequence No.	Item	1	2	3	4	Change Bar
-10-02 ***	Windshield Ice Detection System (Glareshield Mounted) Stalk Lights					
-00A		С	2	1	 (O) One may be inoperative provided: a) Aircraft is operated with two pilots, and b) Alternate procedures are established and used to monitor ice accretion. 	
-00B		С	2	0	May be inoperative provided aircraft is not operated at night.	
-00C	Right Side Failed	С	1	0	May be inoperative for single-pilot operations.	
-20-01	Cabin Interior Lighting (Excluding cabin emergency lighting)					
-00A		С	-	-	 (O) Individual lights may be inoperative provided: a) Sufficient lighting is operative for crew to perform required duties, b) Cabin emergency lighting is verified operative, and c) Sufficient lighting is operative for carrying cabin occupants at night. 	
-00B		D	-	0	 (O) May be inoperative provided: a) Cabin emergency lighting is verified operative, and b) Aircraft is not operated at night or cabin occupants are not carried. 	

U.S. DEPAR	TMENT OF TRANSPORT	ATIO	N		MASTE	ER MINIMUM EQUIPMENT	LIST
	VIATION ADMINISTRATION		V/1016		10. 40	DAGENO	
AIRCRAFT: Textron	Aviation 500 Series	KE			IO. 10 1/03/2018	PAGE NO. 33-3	
		ММ	EL T	ABL	E KEY		
SYSTEM & SEQUENCE	ITEM	_	REP/	AIR O	CATEGORY BER INSTALL		
NO.				3. ľ		UIRED FOR DISPATCH OR EXCEPTIONS	
33. LIGHTS							
Sequence No.	Item	1	2	3	4		Change Bar
-20-02	Lighted Passenger Information Sign (Excluding cabin exit signs)						
-00A	(With cabin occupants)	С	-	0	alternate prod	operative provided cedures are established otify cabin occupants.	
-00B	(Without cabin occupants)	D	-	0	May be inope occupants are	rative provided no cabin e carried.	
-20-03 ***	LED Light Elements for EXIT Signs	С	23	7			I
-20-04 ***	Incandescent Light Bulbs for EXIT Signs (Per sign)	С	4	1			1
-30-01	Tailcone Lights	С	-	0			
-30-02	Nose Baggage Compartment Light	С	1	0			
-40-01	Anti-Collision Light System (Wing strobe)	С	1	0	a) Position is ope b) Ground (Flash is ope	erative provided: on / navigation light system rative, id recognition light ing/Rotating Red Beacon) rative, and equired by 14 CFR.	

AIRCRAFT:	A : .: 500 C :	ON RE			O. 10	PAGE NO.	
Textror	n Aviation 500 Series				1/03/2018	33-4	
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR C		ED UIRED FOR DISPATCH S OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4		Chang
-40-02	Position Lights	С	3	0	May be inope	erative provided aircraft is sunset to sunrise.	Bar
-40-03	Wing Inspection Light						
-01	Both Lights	С	-	0	a) Aircra knowr icing o b) Grour	erative provided: If is not operated at night in In, forecast, or AFM-defined conditions, and Ind deicing procedures do quire its use.	
-02	Right Light	С	-	0	a) Aircra knowr icing (erative provided: If is not operated at night in In, forecast, or AFM-defined conditions, and ving inspection light is tive.	
-40-04	Main Gear Mounted Landing Lights	C	2	0	May be inope not operated	erative provided aircraft is at night.	

	VIATION ADMINISTRATIO		/1016	70101	IO 10 DACE NO				
AIRCRAFT: Textror	Aviation 500 Series	KE			IO. 10 PAGE NO. 33-5				
		ММ	EL T	ABL	E KEY				
CVCTEM 0		1. F	REP/	AIR (CATEGORY				
SYSTEM & SEQUENCE	ITEM		2. 1	MUN	IUMBER INSTALLED				
NO.	I I LIVI			3. 1	NUMBER REQUIRED FOR DISPATCH				
0.0000000000000000000000000000000000000					4. REMARKS OR EXCEPTIONS				
33. LIGHTS	1	T	1	1		Chan			
Sequence No.	Item	1	2	3	4	Chang Bar			
-40-05	Wingtip Mounted Landing Lights								
-00A		С	2	0	May be inoperative provided aircraft is not operated at night.				
-00B		С	2	1	One may be inoperative for night provided main gear mounted landing/taxi lights are operative.	 			
-40-06	Main Gear Mounted Taxi Lights 550 units -0801 thru 1136, 560 units -0260 thru -5000)								
-00A		С	2	0	May be inoperative provided aircraft is not operated at night.				
-00B		С	2	1	One may be inoperative for night provided the wing tip mounted landing light on the affected side is operative.	I			
-40-07 ***	Strobe Light System (Supplemental System)	С	1	0					
-40-08 ***	Recognition Lights	С	2	0					
-40-09 ***	Logo Lights	С	2	0					
-40-10	Ground Recognition Light (Flashing/Rotating Red Beacon)	С	1	0	May be inoperative provided wing strobe lights are operative.				

AIRCRAFT:	VIATION ADMINISTRATI				O. 10 PAGE NO.	
Textror	Aviation 500 Series		DAT	E: 0	1/03/2018 33-6	
					E KEY	
SYSTEM &		1. F			CATEGORY	
EQUENCE	ITEM		Z. I		BER INSTALLED IUMBER REQUIRED FOR DISPATCH	
NO.				5.1	4. REMARKS OR EXCEPTIONS	
33. LIGHTS						
equence No.	Item	1	2	3	4	Chan Bar
-40-11 ***	Pulselite System	D	1	0		
·50-01	Cockpit Flashlight	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
-01 ***	Holder	D	-	-	May be inoperative provided associated flashlight is stowed by alternate means.	
50-02 **	Exterior Emergency Lighting System	D	1	0	May be inoperative provided aircraft is not operated at night.	
50-03 **	Cabin Dropped Aisle Lighting System	С	-	-		
			Ī	Ī		

IRCRAFT:		RE\			O. 10	PAGE NO.	
Textror	Aviation 500 Series				1/03/2018	34-1	
					E KEY CATEGORY		
YSTEM &		1. [BER INSTALL	FD	
NO.	ITEM		'			UIRED FOR DISPATCH	
NO.				(2018.1.0)		OR EXCEPTIONS	
4. NAVIGA	TION	•					
quence No.	Item	1	2	3	4		Chang Bar
)0-01 ·*	Moving Map Display	С	-	0			
00-02	SkyWatch Traffic	С	1	0			
:*	Advisory System						
0-01	Air Data Computer	Α	2	1	One may be	inoperative for one flight	
	(550 units -0801 thru				day provided	:	
1136, 560 units -0260 thru -0750)					is not conducted at night, ift is operated in VMC only,		
				and	iit is operated in vivic only,		
					c) Aircra	Ift is not operated RVSM.	
12-01	Outside Air	С		1			
12-01	Temperature Indicating		-	'			
	System(s)						
3-01	Vertical Speed Indicator						
J-U I	vertical opeed indicator						
-00A		В	2	1	May be inope	erative on the right side.	
-00B		В	2	0	May be inope	erative on the left side	1
***			_			CFR Part 135 IFR	i
					passenger ca	arrying operations.	
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AIRCRAFT:	NIATION ADMINISTRATIO A Aviation 500 Series				O. 10 PAGE NO. 34-2	
TEXIIO	TI Aviation 500 Series	BABAI			E KEY	
SYSTEM & SEQUENCE NO. 34. NAVIGA	ITEM		REP/	AIR C	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Chang
-16-01	Altitude Alerting System	A	-	0	May be inoperative provided: a) Operations do not require its use, b) Autopilot with altitude hold and capture operates normally, c) Aircraft does not depart from an airport where repair or replacement can be made, d) Aircraft is not operated RVSM, and e) Repairs are made within three flight days.	Bar
-01	Aural Alert	С	-	0	May be inoperative provided: a) Visual alert is operative, and b) Autopilot with altitude hold and capture operates normally.	
-02	Visual Alert	С	-	0	May be inoperative provided: a) Aural alert is operative, and b) Autopilot with altitude hold and capture operates normally.	
-22-01 ***	Radio Magnetic Indicator (RMI)	С	-	-	May be inoperative provided: a) Affected instrument is a repeater of the Horizontal Situation Indicator (HSI), and b) Aircraft is not equipped with dual EFIS.	

AIRCRAFT:	VIATION ADMINISTRATIO		\/ \) NI N	IO. 10 PAGE NO.	
	n Aviation 500 Series	IXL			1/03/2018 34-3	
		ММ	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
34. NAVIGA	TION				,	
Sequence No.	Item	1	2	3	4	Cha Ba
-23-01 ***	Non-Stabilized Magnetic Compass	В	1	0	May be inoperative provided: a) Aircraft is equipped with dual AHRS, b) Both AHRS heading information sources are operative, and c) Aircraft is equipped with an electronic standby instrument system and the heading information is operative.	
-23-02 ***	Turn and Slip Indication					
-01	Mechanical Indicators	В	2	1		
-02	Bezel Mounted Inclinometer	В	-	1		
-25-01	Primus 1000 Display Controller (PFD)					
-01	VOR/Localizer Source Selector Switches (NAV	С	2	-	May be inoperative provided procedures do not require their use.	
					NOTE: NAV source cannot be changed. Aircraft powers up on the onside VHF.	
-02	FMS Source Selector Switches	С	2	0	May be inoperative provided procedures do not require their use.	
-03	Elapsed Time (ET) Function Switch	С	2	0		
					(Continued)	

AIRCRAFT:	AVIATION ADMINISTRATION AVIATION AVIATION SOLUTION SOLUTION SOLUTION SOLUTION AVIATION ADMINISTRATION AVIATION ADMINISTRATION AVIATION ADMINISTRATION ADMINI				O. 10 1/03/2018	PAGE NO. 34-4
Textio	TI AVIALION 500 Senes	8484				34-4
YSTEM &			REP/	AIR (E KEY CATEGORY	FD.
EQUENCE NO.	ITEM		Z. ľ			UIRED FOR DISPATCH OR OR EXCEPTIONS
34. NAVIGA	TION					
equence No.	Item	1	2	3	4	
-25-01	Primus 1000 Display Controller (PFD) (Cont'd)					,
-04	Horizontal Indicator Mode Select Switches	С	2	0	be co	her radar requirement must onsidered if ARC display es are inoperative on both s.
-05	Radio Altitude Knob	С	2	0		erative provided approach onot require its use.
-06	Single Cue/Cross Pointer Switch (SC/CP)	С	2	0		
-07	Groundspeed/Time To Go Switch (GSPD/TTG)	С	2	0		

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		MASTE	ER MINIMUM EQUIPMENT L	ICT
FEDERAL A	VIATION ADMINISTRATIO	NC			IVIAO I E	_IX IVIIINIIVIOIVI EQUIFIVIENT L	_101
AIRCRAFT: Textron	Aviation 500 Series	RE		_	O. 10 1/03/2018	PAGE NO. 34-5	
		ММ	FLT	ΆΒΙ	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	_	REP	AIR C	CATEGORY BER INSTALL JUMBER REQ	ED UIRED FOR DISPATCH S OR EXCEPTIONS	
34. NAVIGA	TION						
Sequence No.	Item	1	2	3	4		Change Bar
-25-02	Symbol Generators for Electronic Flight Information System (EFIS)						
-01	5 Tube System	С	3	2	a) ÉFIS o co-pilo from ii genera b) Radar requiro c) Enrou	inoperative provided: displays at pilot and of stations are operated independent symbol ators, is displayed on the EHSI if ed, and ite or approach procedures t require use of MFD.	
-02	3 Tube System						
	550 units -0001 thru - 0733, 551, S550	С	2	1	a) Radar require b) Enrou	inoperative provided: r is displayed on the EHSI if ed, and te or approach procedures t require use of the MFD.	
					inope MFD restor	symbol generator is rative, select SG on the mode selector. This will re function to the EADI and , and will render the MFD able.	
	550 units -0801 thru 1136	В	2	1	a) Flight and	inoperative provided: is not conducted at night, ft is operated in VMC only.	
					(Continued)		

US DEPAR	TMENT OF TRANSPORT	ATIOI	N		
			•		MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	VIATION ADMINISTRATION		VISIO	N NC	O. 10 PAGE NO.
	n Aviation 500 Series	'\'_			1/03/2018 34-6
		ММ	EL T	ABL	E KEY
SYSTEM &		1. F			CATEGORY
SEQUENCE	ITEM		2. 1		BER INSTALLED
NO.				3. ľ	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
34. NAVIGA	TION	1 /			4. NEWATING ON EXCEPTIONS
Sequence No.	Item	1	2	3	4 Change Bar
-25-02	Symbol Generators for Electronic Flight Information System (EFIS) (Cont'd)				
-02	3 Tube System (Cont'd)				
	560 units -0001 thru -0259	С	2	1	One may be inoperative provided: a) Radar is displayed on the EHSI if required, and b) Enroute or approach procedures do not require use of the MFD.
					NOTE: If the symbol generator is inoperative, select SG on the MFD mode selector. This will restore function to the EADI and EHSI, and will render the MFD unusable.
	560 units -0260 thru -0750	В	2	1	One may be inoperative provided: a) Flight is not conducted at night, and b) Aircraft is operated in VMC only.
-25-03	Multifunction Display (MFD) Honeywell EDZ-605 EFIS System	С	1	0	May be inoperative provided radar is displayed on the EHSI if required.

AIRCRAFT:	AVIATION ADMINISTRATIO on Aviation 500 Series				O. 10 1/03/2018	PAGE NO.	
rextro	on Aviation 500 Series					34-7	
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR C	E KEY CATEGORY BER INSTALL NUMBER REQ	ED UIRED FOR DISPATCH	
1205/7865/5.759		, ,			4. REMARKS	OR EXCEPTIONS	
34. NAVIGA	ATION Item	1			4		Char
Sequence No.		C	1	3 0		arativa pravidad	Ba
-23-04	Multifunction Display (MFD) Honeywell Primus 1000 System			U	a) Aircra two, b) TCAS inopel c) Radai	erative provided: If is operated by a crew of If is operated by a crew of If is display is considered If it is displayed on the PFD in If it is displayed on the PFD in If it is displayed on the if it is displayed.	
-25-05	Primus 1000 Multifunction Display Controller						
-01	MAP/PLAN Switch	С	1	0			
-02	WX Switch	С	1	0	PFD Horizont	erative provided at least one tal Indicator Mode Select operates normally.	
-03	Range Selector	С	1	0			
-04	Checklist Function Buttons (NORM, EMER, RCL, PAG, SKIP, ESC or ENT)	С	6	0			
-05	Joystick Controller	С	1	0			
-06	Symbol Display Buttons (APT, VOR, DAT)	С	3	0			

U.S. DEPAR	TMENT OF TRANSPORTA	OIT	V		MASTER MINIMUM EQUIPMENT LIST
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMOM EQUIPMENT LIST
AIRCRAFT:					O. 10 PAGE NO.
Textron	Aviation 500 Series		DAT	E: 0	1/03/2018 34-8
					E KEY
SYSTEM &		1. F			CATEGORY BER INSTALLED
SEQUENCE	ITEM		2. 1		NUMBER REQUIRED FOR DISPATCH
NO.				0.1	4. REMARKS OR EXCEPTIONS
34. NAVIGA	ΓΙΟΝ				
Sequence No.	Item	1	2	3	4 Change Bar
-25-06 ***	Flight Director/Guidance Computer(s) (FDC/FGC) (All except 560 units -0751 thru -5000)				
-01		В	-	0	May be inoperative provided: a) Autopilot is operative, b) Indicators are retracted from view, and c) Approach minimums do not require its use.
-02		В	-	0	May be inoperative provided: a) Autopilot is considered inoperative, b) Indicators are retracted from view, c) Approach minimums do not require its use, and d) Aircraft is not operated RVSM.
-25-07	Flight Director Mode Selector Annunciations	С	-	0	(O) May be inoperative provided: a) Corresponding mode function displays on PFD/MFD, and b) Crew verifies mode displayed is appropriate to that selected.
-25-08 ***	GH-3000 Electronic Standby Instrument System Heading Information	С	1	0	May be inoperative provided: a) Pilot's PFD heading information is operative, and b) Magnetic compass is installed and operative.
-01	Internal Cooling Fan	С	1	0	

AIRCRAFT					O. 10 PAGE NO.	
Textro	on Aviation 500 Series		DAT	E: 0	1/03/2018 34-9	
SYSTEM & SEQUENCE NO. 34. NAVIGA	ITEM	_	REP/	AIR C	E KEY CATEGORY BER INSTALLED IUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Chang
-31-01	Localizer System	C	-	-	May be inoperative provided: a) Affected system is not on an emergency bus, b) Associated glideslope is considered inoperative, c) Procedures do not require its use, and d) System is not required by 14 CFR.	Bar
-32-01	Glideslope System	С	-	-	May be inoperative provided: a) Procedures do not require its use, and b) System is not required by 14 CFR.	
-34-01	Marker Beacon Receiver System	D	-	0	May be inoperative provided: a) Procedures do not require its use, and b) System is not required by 14 CFR.	
-35-01 ***	Head Up Display (HUD)	D	-	0		I
-42-01	Weather Radar System	С	1	0	As required by 14 CFR.	

AIRCRAFT:					IO. 10	PAGE NO.	
Textro	n Aviation 500 Series				1/03/2018	34-10	
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR (NUM	.E KEY CATEGORY BER INSTALL NUMBER REQ	ED UIRED FOR DISPATCH	
1263,7865,923,78	TION				4. REMARKS	OR EXCEPTIONS	
34. NAVIGA	1				1.		Cha
Sequence No.	Item	1	2	3	4		В
-44-01 ***	Surface Awareness System (Runway Awareness and Advisory System RAAS)	С	1	0			
-44-02 ***	Terrain Awareness and Warning System (TAWS) (Class A or B TAWS not required)	С	1	0	alternate production and used. NOTE: Any r	noperative provided cedures are established mode that operates ally may be used.	
-44-02	Terrain Awareness and Warning System (TAWS) (Including test mode) (Class A or B TAWS required)	A	1	0	a) Altern establ b) Repai	noperative provided: late procedures are lished and used, and lirs are made within ght days.	
-01	Forward Looking Terrain Avoidance Function and Premature Descent Alert Function	В	2	0	` '	noperative provided cedures are established	
-02	Excessive Rate of Descent (Mode 1) and Altitude Loss After Takeoff or Missed Approach (Mode 3)	A	2	0	a) Altern establ b) Repai	noperative provided: late procedures are lished and used, and lirs are made within ght days.	
-03A	Voice Callouts (Mode 6) ("Five-Hundred")	В	1	0	` '	noperative provided cedures are established	
-03B	Voice Callouts (Mode 6) (Other)	С	-	0		noperative provided cedures are established	

AIRCRAFT:	VIATION ADMINISTRATIO				IO. 10	PAGE NO.	
I extro	n Aviation 500 Series				1/03/2018	34-11	
					E KEY		
SYSTEM &		1. [CATEGORY BER INSTAL	I ED	
SEQUENCE	ITEM		2.1			QUIRED FOR DISPATCI	4
NO.				0. 1		S OR EXCEPTIONS	•
34. NAVIGA	TION						
Sequence No.	Item	1	2	3	4		
-44-02	Terrain Awareness and Warning System (TAWS) (Including test mode) (Class A or B TAWS required) (Cont'd)						
-04B	Excessive Closure Rate to Terrain (Mode 2) and Flight Into Terrain Not in Landing Configuration (Mode 4) (Class B TAWS required)	С	2	0			
-05	Excessive Downward Glideslope/Glidepath Deviation (Mode 5) (Class B TAWS required)	С	1	0			
-06 ***	Terrain Display (Class B TAWS required)	С	-	0			
-07	Switch (Any excluding TAWS Test) (Class B TAWS required)	С	-	0			
-08	Annunciator / Indication (Class B TAWS required)	С	-	0			

U.S. DEPAR	RTMENT OF TRANSPORTA	ATIOI	N		MASTE	R MINIMUM EQUIPMENT L	₋IST
FEDERAL A	VIATION ADMINISTRATIO	N					
AIRCRAFT: Textror	n Aviation 500 Series	RE'			IO. 10 1/03/2018	PAGE NO. 34-12	
		MM	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	_	REP/	AIR (CATEGORY BER INSTALLE NUMBER REQI	ED UIRED FOR DISPATCH OR EXCEPTIONS	
34. NAVIGA	TION				T. INEMINITO	OK EXCEL HONC	
Sequence No.	Item	1	2	3	4		Change Bar
-44-03	Radio Altimeter System	A	-	0	a) GPWS b) TCAS inoper c) Approa proced use, a d) Repair	ach minimums or operating dures do not require its	
-45-01 ***	Traffic Alert and Collision Avoidance System (TCAS I or TCAS II)						
-00A	(TCAS not required)	С	1	0	a) Syster b) Syster 14 CF c) Enrout	operative provided: m is deactivated, m is not required by R, and te or approach procedures require its use.	
-00B	(TCAS required)	В	1	0	a) Syster b) Enrout	operative provided: n is deactivated, and te or approach procedures require its use.	
-01	Traffic Advisory (TA) Display (TCAS II only)	С	-	0	a) Resolution and audition b) Enroution	operative provided: ution Advisory (RA) display udio function are operative, te or approach procedures require its use.	
		1					

AIRCRAFT:	VIATION ADMINISTRATIO		/1016	א ואר	O. 10	PAGE NO.
	Aviation 500 Series	NE.			1/03/2018	34-13
		MMI	EL T	ABL	E KEY	I
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN		ED UIRED FOR DISPATCH S OR EXCEPTIONS
34. NAVIGAT	ΓΙΟΝ				4. KEWAKKS	OR EXCEPTIONS
Sequence No.	Item	1	2	3	4	Chan Ba
-45-01 ***	Traffic Alert and Collision Avoidance System (TCAS I or TCAS II) (Cont'd)					
-02A	Resolution Advisory (RA) Display (TCAS II only)	С	2	1	One may be i flying side.	noperative on pilot not
-02B	Resolution Advisory (RA) Display (TCAS II only)	С	2	0	a) Traffic and au b) TA-on flight c c) Enrou	operative provided: Alert (TA) visual display udio function are operative, ly mode is selected by crew, and te or approach procedures require its use.
-03A	Traffic Advisory (TA) and Resolution Advisory (RA) Displays Failed (TCAS II only)	С	2	1	a) Traffic Resolu display flying	noperative provided: Advisory (TA) and ution Advisory (RA) ys are operative on pilot side, and function is operative.
-03B ***	Combined Traffic Advisory (TA) and Resolution Advisory (RA) Display (EVSI or equivalent) (TCAS II only) (Units -0001 thru -0359 excluding G1000-equipped aircraft)	С	2	1	a) Čomb pilot fl	noperative provided: ined display is operative on ying side, and function is operative.
					(Continued)	

SYSTEM & SEQUENCE NO. 34. NAVIGATI Sequence No. I -45-01	ITEM ITEM ITEM Item Traffic Alert and Collision Avoidance System (TCAS I or TCAS II) (Cont'd)	ММІ	DAT EL T REPA	ABL AIR O	PAGE NO. 1/03/2018 34-14 E KEY CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
SEQUENCE NO. 34. NAVIGATI Sequence No. I -45-01 ***	Traffic Alert and Collision Avoidance System (TCAS I or TCAS II)	1. F	2. N	AIR C	CATEGORY BER INSTALLED JUMBER REQUIRED FOR DISPATCH	
SEQUENCE NO. 34. NAVIGATI Sequence No. I -45-01 ***	Traffic Alert and Collision Avoidance System (TCAS I or TCAS II)		2. 1	NUM	BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
34. NAVIGATI Sequence No. I -45-01 ***	Traffic Alert and Collision Avoidance System (TCAS I or TCAS II)	1	2	21.1		
Sequence No. I -45-01 ***	Traffic Alert and Collision Avoidance System (TCAS I or TCAS II)	1	2		4. INEMPRINTED ON EXCEPTIONS	
-45-01 ***	Traffic Alert and Collision Avoidance System (TCAS I or TCAS II)	1	2			Chang
***	Collision Avoidance System (TCAS I or TCAS II)			3	4	Bar
-04	(
	Audio Function	В	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
***	Airspace Selection Function (Above / below)	С	-	0		
***	Traffic Collision Avoidance Device (TCAD)	D	1	0		
	Stormscope or Lightning Detection System	D	1	0	May be inoperative provided system is not required by 14 CFR.	
	Distance Measuring Equipment (DME)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
-52-02 ***	TACAN	D	-	0	May be inoperative provided approach procedures do not require its use.	

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AVIATION ADMINISTRATIO	N			WASTER WINNINGWIEQUIFWENT LIST
n Aviation 500 Series	RE			O. 10 PAGE NO. 1/03/2018 34-15
	мм	EL T	ABL	E KEY
ITEM	_	REP	AIR (NUM	
1	1	2	2	4 Change
ATC Transponder and Automatic Altitude Reporting System	'		3	Bar
(Individual transponder failed)	D	-	1	Any in excess of those required by 14 CFR may be inoperative.
(All transponders failed)	В	-	0	May be inoperative provided: a) Operations do not require its use, b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over planned route of flight, c) TCAS is considered inoperative, and d) Aircraft is not operated RVSM.
Elementary and Enhanced Downlink Aircraft Reportable Parameters (Not required by 14 CFR)	A	-	0	May be inoperative provided: a) Operations do not require their use, and b) Repairs are made prior to completion of next scheduled inspection/check of transponder.
ADS-B Squitter Transmission	D	-	0	May be inoperative provided operations do not require its use.
Automatic Direction Finder (ADF) System	D	-	0	May be inoperative provided approach procedures do not require its use.
	AVIATION ADMINISTRATION ITEM ITEM ATC Transponder and Automatic Altitude Reporting System (Individual transponder failed) (All transponders failed) (All transponders failed) Elementary and Enhanced Downlink Aircraft Reportable Parameters (Not required by 14 CFR) ADS-B Squitter Transmission Automatic Direction	AVIATION ADMINISTRATION A Aviation 500 Series MM	AVIATION ADMINISTRATION Aviation 500 Series AVIATION	AVIATION ADMINISTRATION A viation 500 Series REVISION N DATE: 0

AIRCRAFT:	VIATION ADMINISTRATIO				O. 10 PAGE NO.	
Textror	Aviation 500 Series		DAT	E: 0	1/03/2018 34-16	
					E KEY	
SYSTEM &		1. F			CATEGORY BER INSTALLED	
SEQUENCE	ITEM		2. 1		NUMBER REQUIRED FOR DISPATCH	
NO.				0.,	4. REMARKS OR EXCEPTIONS	
34. NAVIGA	TION		'	'		
Sequence No.	Item	1	2	3	4	Chang Bar
-57-01 ***	Global Navigation Satellite System (GNSS) (Including SBAS)	С	-	0	May be inoperative provided: a) System is not required by 14 CFR, and b) Operations do not require its use. NOTE 1: Enhanced function of TAWS may not be available. NOTE 2: ADS-B output may not be	
-60-01 ***	SD card slot	D	-	0	available.	
-60-02	Flight Management System (FMS)	С	-	0	May be inoperative provided: a) System is not required by 14 CFR, and b) Operations do not require its use.	
					NOTE: Enhanced function of TAWS may not be available.	
-01	Fuel Planning Function	С	-	0		
-61-01	Navigation Database				DELETED REV 10 (Refer to National Policy N8900.440)	

FEDERAL A AIRCRAFT:	VIATION ADMINISTRATIO		/ כור)NI NI	O. 10 PAGE NO.	
	n Aviation 500 Series	1			1/03/2018 35-1	
		ММ	EL T	ABL	E KEY	
SYSTEM & EQUENCE NO.	ITEM	1. F		MUN	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
35. OXYGEN	J	<u> </u>		<u> </u>	14. KEMAKKS OK EXCEL HONS	
equence No.	Item	1	2	3	4	Cha
00-01	Oxygen System					
-01	Fill Port	С	1	0	(M) May be inoperative provided bottle is filled using alternate means, if service is required.	'
-02	Blowout Disk / Green Label	С	1	0	(O) May be missing or damaged provided oxygen pressure is verified prior to each flight.	
10-01	Copilot Oxygen Mask	С	1	0	May be inoperative provided copilot seat is not occupied.	
-20-01	Passenger Oxygen System					
-00A	Pressurized (With cabin occupants)	В	1	0	 May be inoperative provided: a) Cabin pressurization system is operative, b) Portable oxygen system is available, c) Aircraft is able to descend within four minutes to a cabin pressure altitude of 10,000 feet at all points along route to be flown, and d) Aircraft is operated at FL 250 or below. 	
-00B	Pressurized (Without cabin occupants)	С	1	0	May be inoperative provided: a) OXYGEN CONTROL is selected to CREW ONLY, and b) No cabin occupants are carried.	
-00C	Unpressurized	С	1	0	May be inoperative provided cabin pressurization system is considered inoperative.	

AIRCRAFT:	VIATION ADMINISTRAT				O. 10 PAGE NO.	
Textro	n Aviation 500 Series		DAT	E: 0	1/03/2018 35-2	
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR O	E KEY CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPAT	СН
1818/1865/2559					4. REMARKS OR EXCEPTIONS	
35. OXYGEI	1	1 .	I .			Char
Sequence No.	Item	1	2	3	4	Ba
-20-01	Passenger Oxygen System (Cont'd)					
-01	Mask	С	-	0	 (M) Individual oxygen masks or dispensers may be inoperative or missing provided: a) Affected mask pintle pin is installed, and b) Associated seat or lavatory placarded "DO NOT OCCU 	
-02	Drop-out Panel	С	-	0	 (M) Individual panels may be out of normal position provided: a) Affected oxygen mask and out panel are removed, b) Affected mask pintle pin is installed, and c) Associated seat or lavatory placarded "DO NOT OCCU 	drop
-30-02 ***	Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or miss provided location placarding is rem or obscured.	

AIRCRAFT:	VIATION ADMINISTRATIO				O. 10 PAGE NO.	
Textror	Aviation 500 Series				1/03/2018 38-1	
SYSTEM & SEQUENCE NO. 38. WATER/	ITEM WASTE	_	REP/	AIR C	E KEY CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Chang
-10-01 -00A	Potable Water System	С	-	-	 (M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of the system that works normally may be used. 	
-00B		С	-	-	(M) May be inoperative provided:a) System is drained, andb) System is not serviced.	I
-30-01	Lavatory Waste System	С			 (M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of the system that works normally may be used. 	

U.S. DEPAR	RTMENT OF TRANSPORT	ATIOI	N		NAA OTT		
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT	LIST
AIRCRAFT:				_	IO. 10	PAGE NO.	
Textro	n Aviation 500 Series		DAT	ΓE: 0	1/03/2018	46-1	
		_			E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN		ED UIRED FOR DISPATCH S OR EXCEPTIONS	
46. INFORM	IATION SYSTEMS	1			1		
Sequence No.	Item	1	2	3	4		Change Bar
-00-01 ***	Electronic Checklist System	D	1	0	May be inope	erative.	Ι
-00-02 ***	Airborne Flight Information System (VHF or SATCOM Data Link, XM/NEXRAD/Satellite Weather)	D	-	0			
-00-03 ***	Electronic Flight Bag System (EFB)						
-00A	Class 3 EFB (Includes IFIS)	D	-	0	May be inope do not require	erative provided procedures e its use.	
-00B	Class 3 EFB (Includes IFIS)	С	-	0		noperative provided cedures are used.	
					docur	unction, program, or ment which operates ally may be used.	
-01A	Data Connectivity (Class 2)	D	-	0	May be inope do not require	erative provided procedures e its use.	
-01B	Data Connectivity (Class 2)	С	-	0		noperative provided cedures are established	
-02A	Power Connection (Class 1 & 2)	D	-	0	May be inope do not require	erative provided procedures e its use.	
-02B	Power Connection (Class 1 & 2)	С	-	0		noperative provided cedures are established	
					(Continued)		

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TWENT OF TRANSPORTA	AT IOI	V		MASTE	R MINIMUM FOUIPMENT	LIST
VIATION ADMINISTRATIO	N					
	REVISION NO. 10				PAGE NO.	
Aviation 500 Series		DAT	E: 0	1/03/2018	46-2	
	_					
	1. F					
ITEM		2. N				
			J. I			
ATION SYSTEMS	<u> </u>			4. INLINIATOR	OK EXOLI HONO	
Item	1	2	3	4		Change Bar
Electronic Flight Bag System (EFB) (Cont'd)						Jul
Mounting Device (Class 2)	D	1	0	a) Assoc secure remov	iated EFB and hardware is ed by alternate means or ed from aircraft, and	
Mounting Device (Class 2)	С	-	0	a) Assoc secure remov b) Alterna	iated EFB and hardware is ed by alternate means or red from aircraft, and ate procedures are	
	ATION SYSTEMS Item Electronic Flight Bag System (EFB) (Cont'd) Mounting Device (Class 2)	AVIATION ADMINISTRATION REV AVIATION 500 Series MMI ITEM ATION SYSTEMS Item I Electronic Flight Bag System (EFB) (Cont'd) Mounting Device (Class 2) Mounting Device C	AVIATION SYSTEMS ITEM ATION SYSTEMS Item 1 2 Electronic Flight Bag System (EFB) (Cont'd) Mounting Device (Class 2) Mounting Device C -	Nation Administration	MASTE VIATION ADMINISTRATION A Aviation 500 Series REVISION NO. 10 DATE: 01/03/2018 MMEL TABLE KEY 1. REPAIR CATEGORY 2. NUMBER INSTALLI 3. NUMBER REQ 4. REMARKS ATION SYSTEMS Item 1 2 3 4 Electronic Flight Bag System (EFB) (Cont'd) Mounting Device (Class 2) Mounting Device (Class 2) C - 0 (M) (M) May be in a) Associate of the control of	MASTER MINIMUM EQUIPMENT VIATION ADMINISTRATION REVISION NO. 10 DATE: 01/03/2018 MMEL TABLE KEY 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS ATION SYSTEMS Item 1 2 3 4 Electronic Flight Bag System (EFB) (Cont'd) Mounting Device (Class 2) D - 0 (M) May be inoperative provided: a) Associated EFB and hardware is secured by alternate means or removed from aircraft, and b) Procedures do not require its use. Mounting Device (Class 2)

AIRCRAFT:	VIATION ADMINISTRATIO		REVISION NO. 10 PAGE NO.					
Textron	Aviation 500 Series		DAT	E: 0	1/03/2018	52-1		
		_			E KEY			
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM		ED UIRED FOR DISPATCH OR EXCEPTIONS		
52. DOORS								
Sequence No.	Item	1	2	3	4		Char Ba	
-10-01	Cabin Door Key Lock	D	1	0	May be inope position.	rative in the unlocked		
-10-02	Cabin Door Seal (500/501, S550, 551, 550 units -0001 thru -0733)	С	1	0	missing provi a) Door s door c	seal does not interfere with operation, and urization is considered		
-10-03	Cabin Door Secondary Seal (550 units -0801 thru -1136, 560)							
-00A		С	1	0	missing provious a) Secon interfers b) Prima	ndary seal does not ere with door operation, ry seal is operative, and is conducted at FL 250 or		
-00B		С	1	0	missing provi c) Secon interfe	ndary door seal does not ere with door operation, and urization is considered		

AIRCRAFT:	VIATION ADMINISTRATION		VISIC	ON N	NO. 10 PAGE NO.	
Textror	Aviation 500 Series		DAT	E: 0	01/03/2018 52-2	
					LE KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM		Z. I		IBER INSTALLED NUMBER REQUIRED FOR DISPATCH	
NO.				5.1	4. REMARKS OR EXCEPTIONS	
52. DOORS					'	
Sequence No.	Item	1	2	3	4	Cha B
-10-04	Cabin Door Primary Seal (550 units -0801 thru 1136, 560)					
-00A		С	1	0	 (O) May be inoperative or sections missing provided: a) Primary seal does not interfere with door operation, b) Secondary seal is operative, and c) Flight is conducted at FL 250 or below. 	
-00B		С	1	0	 (O) May be inoperative or sections missing provided: a) Primary door seal does not interfere with door operation, and b) Pressurization is considered inoperative. 	
-30-01	Nose Baggage Door Gust Locks	С	-	0		
-30-02	Aft Baggage/Tailcone Door Key Lock	D	1	0	(O) May be inoperative in the unlocked position provided the door is verified closed and latched prior to each takeoff.	I
-30-03	Nose Baggage Door Key Locks	С	2	1	One may be inoperative in the locked position provided preflight actions are performed through the unaffected side.	

FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO. 10 PAGE NO.							
Textror	n Aviation 500 Series				1/03/2018	52-3	
					E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. [NUM		ED UIRED FOR DISPATCH S OR EXCEPTIONS	
52. DOORS							
Sequence No.	Item	1	2	3	4		Change Bar
-46-01 ***	Single Point Refueling Door Key Lock	D	1	0		noperative provided door is ad and latched.	
-60-01 ***	Entry Step Support Components						
-01	Rate Controllers	С	2	0	May be inope lowered with	erative provided step is caution.	
-02	Cables/Chains	С	-	0	a) Cable with d b) Altern	noperative provided: es/chains do not interfere loor operation, hate procedures are used fe entry/egress.	
-70-01	Nose Baggage Doors Annunciator System (550 units -0801 thru 1136, 560 units -0260 thru -5000)				Moved to ATA	A 31 REV 10	
-70-02	Aft Baggage or Tailcone Door Annunciator System (550 units -0801 thru -1136, 560 units -0260 thru -5000)				Moved to ATA	A 31 REV 10	
-70-03	DOOR SEAL Amber Annunciator System (550 units -0801 thru -1136, 560)				Moved to ATA	A 31 REV 10	
-70-04	Cabin Door Amber Annunciator System (550 units -0801 thru -1136, 560 units -0260 thru -5000)				Moved to ATA	A 31 REV 10	

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	V		MASTE	R MINIMUM EQUIPMENT	LIST
FEDERAL A	VIATION ADMINISTRATIO						
AIRCRAFT:	Addation 500 Onder	RE\			O. 10	PAGE NO.	
Textron	Aviation 500 Series				1/03/2018	73-1	
		_			E KEY		
SYSTEM &		1. F			CATEGORY BER INSTALLI	=D	
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH	
NO.				J		OR EXCEPTIONS	
73. ENGINE	AND FUEL CONTROL						
Sequence No.	Item	1	2	3	4		Change Bar
-21-01	Engine Synchronizer System (550 units -0801 thru -1136, 560)	С	1	0			
-30-01	Fuel Flow Indicating System	В	2	1		noperative provided both ndicating systems are	

	MENT OF TRANSPORTA		N		MASTE	R MINIMUM EQI	JIPMENT LIST
	IATION ADMINISTRATIO						
AIRCRAFT:	Aviation 500 Series	REVISION NO. 10 DATE: 01/03/2018				PAGE NO. 74	_1
Textion	Aviation 500 Senes					74	- 1
		_			E KEY		
SYSTEM &		1. [ATEGORY BER INSTALLI	-D	
SEQUENCE	ITEM		2. 1			UIRED FOR DIS	PATCH
NO.				0. 1		OR EXCEPTION	
74. IGNITION							
Sequence No.	Item	1	2	3	4		Change Bar
-00-01	Engine Igniter Lights/Annunciators (All except 560 units -0751 thru -5000)		2	•	Moved to ATA	A 31 Rev 10	Bar

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N		MACTE		ICT
FEDERAL A	VIATION ADMINISTRATIO	N			IVIASTE	ER MINIMUM EQUIPMENT I	101
AIRCRAFT:					O. 9a	PAGE NO.	
Textror	Aviation 500 Series		DAT	E: 0	2/13/2014	77-1	
					E KEY		
SYSTEM &		1. F			CATEGORY BER INSTALLI	FD	
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH	
NO.				328.33		OR EXCEPTIONS	
77. ENGINE	INDICATING						
Sequence No.	Item	1	2	3	4		Change Bar
-14-01	N1 Indicators						
-01	N1 Digital Display (All except 550 and 560)	В	2	1	a) Corres operat b) All oth	noperative provided: sponding N1 tape display is tive, and er engine indicators on engines are operative.	
-02	N1 Tape Display (All except 550 and 560)	В	2	1	a) Corres is ope b) All oth	noperative provided: sponding N1 digital display rative, and ser engine indicators on engines are operative.	
-22-01	ITT Indicating System Digital Function (All except 560 units - 0751 thru -5000)	С	2	1		noperative provided both tors are operative.	
-22-02	Standby Engine ITT Indicating System (560 units -0751 thru -5000)	С	2	1	a) Corres the El- norma b) Stand are op	by N1 and N2 indicators perating normally, and per engine indicators are	

ATIOI	N		MASTE	R MINIMUM EQUIPMENT LIST
N				
				PAGE NO.
				78-1
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1. [-n
	2. 1			JIRED FOR DISPATCH
		- CT 61-13-1		OR EXCEPTIONS
1	2	3	4	Change Bar
C	2	0	(M) May be in affected rever	operative provided ser is disabled using the Manual procedure.
	N RE' MMI	REVISION DATE IN THE PART OF T	PREVISION N DATE: 0° MMEL TABL 1. REPAIR C 2. NUMI 3. N	MASTE ON REVISION NO. 10 DATE: 01/03/2018 MMEL TABLE KEY 1. REPAIR CATEGORY 2. NUMBER INSTALLE 3. NUMBER REQU 4. REMARKS 1 2 3 4 C 2 0 (M) May be in affected rever